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North End Urban Renewal
Scheme - 1967.
Addendum



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NORTH END URBAN RENEWAL SCHEME
ADDENDUM

City of Hamilton, Ontario



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In Conjunction with:

the Urban Renewal Committee of
the City of Hamilton

August, 1969

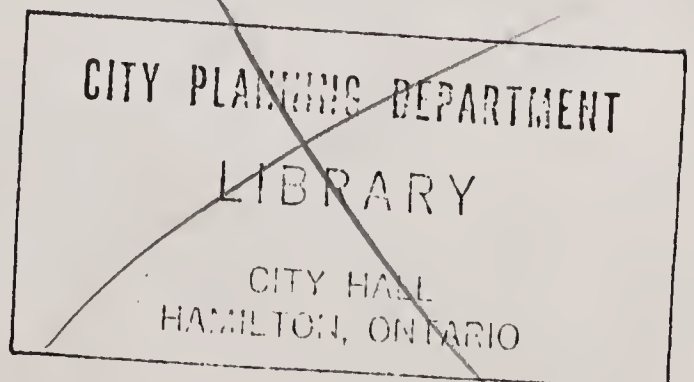


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NOTE: These Addendum map numbers, except for Map 1, coincide with the numbers of the corresponding maps in the 1968 Scheme report.

INTRODUCTION

The Hamilton North End Urban Renewal Scheme was completed in June, 1968, in accordance with agreements between the City of Hamilton and Central Mortgage and Housing Corporation (dated October 6, 1964), the Province of Ontario (dated November 30, 1964), and the consulting firm of Murray V. Jones and Associates Limited (dated April 15, 1966). The completion of the Scheme report had been postponed on two occasions; first, while awaiting the results of studies on the location of the proposed east-west freeway and, second, due to the lack of complete information regarding the detailed requirements for new roads and utilities in the first-phase program.

In the months following the completion of the 1968 North End Scheme report, some further studies and decisions have been made concerning traffic plans for the City of Hamilton in general and for the North End area in particular, primarily resulting in the adoption of an alternative to the Perimeter Road. The preparation of this Addendum was therefore necessary to illustrate and describe the revised scheme proposals resulting from the elimination of the Perimeter Road and to provide complete information on the required program of road and utility improvements. The Council of the City of Hamilton, on October 29, 1968, authorized the firm of Murray V. Jones and Associates Limited to prepare this Addendum, a decision which was concurred in by the Coordinating Committee (representing Central Mortgage and Housing Corporation and the Province of Ontario) at their meeting of October 30, 1968.

This Addendum consists of a revision to the original (1968) North End Scheme report and should be read in conjunction with that report. For the convenience of readers, this document includes frequent references to the page numbers of the corresponding Scheme text and also uses the same map and table numbers.

The first Part of this Addendum describes the original Perimeter Road proposal and the newly proposed alternative traffic treatment for accommodating the heavy through traffic in the North End. Part Two describes the required revisions in the Concept Plan and corresponds to "Part Two: The Concept Plan" in the 1968 report. Part Three of this Addendum describes the revisions to "Part Three: The

First-Phase Program" and "Part Four: Procedures" of the 1968 report.

The text of the Addendum also describes a proposed slight revision of the scheme boundaries, required to include the alternative traffic route. All information in the Addendum concerning property ownership and cost estimates is based on the conditions existing on May 31, 1967, except as otherwise noted, the same basis as was used in the 1968 Scheme report.

PART ONE: BACKGROUND

This Part of the Addendum refers to the Perimeter Road proposal and describes the traffic treatment now proposed as an alternative to the Perimeter Road.

PART ONE: BACKGROUND

PERIMETER ROAD

The North End of Hamilton has long suffered from the large amount of through auto traffic and heavy truck traffic on its primarily residential streets. The elimination of this traffic was one of the basic aims of the North End Redevelopment Plan prepared by the Hamilton Urban Renewal Committee and adopted by City Council on August 27, 1963. The proposed method for removing this disruptive through traffic was the construction of a major arterial road skirt- ing the North End residential area on the south and east adjacent to the existing railroad tracks. This would provide a convenient alternative route for the through traffic between Burlington Street on the east and Bay Street to the south and southwest.

The original Redevelopment Plan for the North End was later supplemented by a comprehensive Urban Renewal Scheme report, prepared during the period 1966 to 1968 and published in June, 1968. This Scheme report placed similar emphasis on the need for improvements to the road system; the intention was, as before, to eliminate the existing heavy truck traffic and through automobile traffic from the residential streets by providing an alternate route which would be equally convenient and could be designated as the only permissible route for through truck traffic. The "Perimeter Road" was considered an appropriate means of attaining this objective and was retained in the plan for the North End. In discussing the need for the Perimeter Road, the Scheme report included the following comments (page 18):

"One of the most serious blighting influences in the North End is the extremely heavy truck and through auto traffic on the residential streets. The construction of the Perimeter Road will eliminate this problem and is thus one of the basic requirements of the plan, with the overall success of the plan dependent on it. It must therefore be given high priority. It also formed a basic part of the earlier redevelopment plan and a large portion of the land required for its right-of-way has already been acquired and cleared.

The proposed Perimeter Road is a four-lane arterial type with a central median where possible and with appropriate channelization of turning movements to facilitate smooth traffic flow and minimum interference at intersections."

An approximate Perimeter Road right-of-way was illustrated in the Scheme report and was considered to be desirable in providing adequate traffic capacity and convenience while minimizing costs and house clearance.

This Perimeter Road was proposed at a time when an overall transportation plan for the city was not available and when there appeared to be no other appropriate means for removing the through traffic from the North End streets. After the East-West Expressway was proposed in 1963, the Perimeter Road still appeared as an effective artery for connecting Burlington Street on the east with the Expressway and arterial streets to the south and west of downtown.

At about the time that the Scheme report was published (June, 1968), several other factors concerning Hamilton's transportation system were becoming apparent:

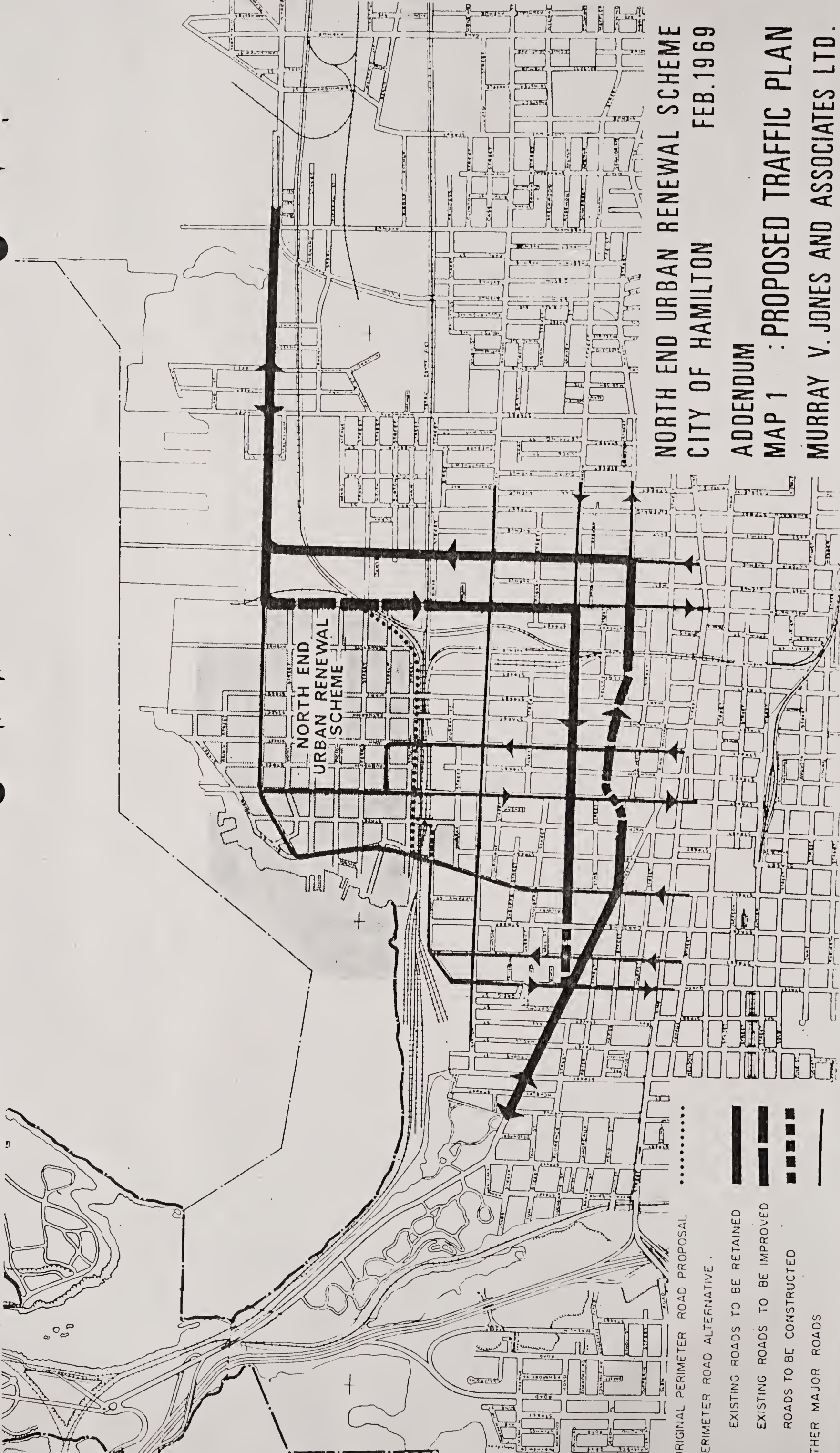
- 1) Due to the great cost of the proposed East-West Expressway and the continuing pressure on Hamilton's Capital Budget, it was apparent that the construction of this Expressway must be postponed for a number of years.
- 2) Due to the postponement of the Expressway, some substantial improvements to the existing street system in the central part of the city would be necessary in the interim period and for access to the future Expressway.
- 3) Proposals were being developed by the city for the improvement, widening, and extension of existing streets to provide new arterial street systems, in the form of one-way pairs, which would have greatly increased traffic capacity.
- 4) As the plan for the arterial street system developed, it became apparent that the proposed system could provide an alternative route to the Perimeter Road which would be equally effective in removing the through traffic from the North End streets.
- 5) The estimated construction costs of the Perimeter Road had risen substantially in the period from 1963 to 1968 (from \$697,000 to \$1,700,000) due partially to rising construction costs and also due to higher standards for the road itself and to more detailed engineering studies.

For all of the above reasons, it became particularly desirable to seek an alternative to the Perimeter Road. In response to the results of a study by the Hamilton Engineering Department, the Board of Control and Council of the city decided to postpone the construction of the Perimeter Road and pursue the early construction of the alternative arterial road system described following. It was also decided that the property already acquired for the Perimeter Road right-of-way should be retained for road purposes in the event that it is required in the future and should be used for open space in the meantime.

Addendum Table 1

PERIMETER ROAD ALTERNATIVE - COST AND PROGRESS

<u>Road Project</u>	<u>Proposed Width</u>	<u>Estimated Cost</u>	<u>Status or Progress</u>	<u>Proposed Source of Funds</u>
Wellington Street North: Burlington to Birge	44 feet 4 lanes	\$239,400	Proposed as part of the North End Urban Renewal Scheme Addendum	
Birge to Cannon	44 feet 4 lanes	--	Completed in 1968	
Victoria Street: Wilson to Burlington	44 feet 4 lanes	--	Completed in 1968	
Cannon Street Extension:	44 feet	\$270,000	Proposed 1969	\$270,000 allocated in 1968 Capital Budget (land acquisition provided for in the York Street Urban Renewal Scheme)
Wilson Street: Gore-Wilson improvements between Hughson and Elgin	44 feet	\$200,000	Proposed 1969	Funds allocated in 1968 Capital Budget for 1969 to 1970 (mainly 1970)
Easterly extension of Merrick Street	44 feet	\$854,000	Proposed 1969	Funds allocated in 1968 Capital Budget for 1968 (as part of the York Street Urban Renewal Scheme)
Burlington Street from Bay to Wellington	44 feet	\$345,000	Proposed as part of the North End Urban Renewal Scheme Addendum	
Bay Street from Strachan to Burlington	44 feet	\$146,200	Proposed as part of the North End Urban Renewal Scheme Addendum	



NORTH END URBAN RENEWAL SCHEME
 CITY OF HAMILTON FEB. 1969
 ADDENDUM
 MAP 1 : PROPOSED TRAFFIC PLAN
 MURRAY V. JONES AND ASSOCIATES LTD.

NORTH END
 URBAN RENEWAL
 SCHEME

- ORIGINAL PERIMETER ROAD PROPOSAL
- PERIMETER ROAD ALTERNATIVE
- EXISTING ROADS TO BE RETAINED
- - - - EXISTING ROADS TO BE IMPROVED
- - - - ROADS TO BE CONSTRUCTED
- OTHER MAJOR ROADS

HARBOUR

NOTE:
INFORMATION ON HARBOUR HEADLINE AND WATER LOT BOUNDARIES OBTAINED FROM "PLAN SHOWING THE HARBOUR HEADLINE IN HAMILTON HARBOUR" PREPARED FOR THE DEPARTMENT OF PUBLIC WORKS, OTTAWA.

NOTE
THIS BOUNDARY LINE SHOULD BE SLIGHTLY MODIFIED IF NECESSARY TO INCLUDE ANY ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THE WIDENING OF WELLINGTON STREET



NORTH END URBAN RENEWAL SCHEME · CITY OF HAMILTON
 ADDENDUM **BLOCK AND BOUNDARY**
 MAP 2 **DESIGNATION**
 MURRAY V. JONES & ASSOCIATES, LTD. FEBRUARY, 1969

PERIMETER ROAD ALTERNATIVE

The components of the traffic treatment proposed as an alternative to the Perimeter Road are all outlined in the opposite table; as can be seen, several of the components of the alternative system have already been constructed or are now being planned and will be constructed in any case. The elimination of the Perimeter Road will also require, however, some improvements to the Bay-Burlington route through the North End. The reconstruction of a major portion of this route had already been proposed in the 1968 Scheme report; some further reconstruction will probably be necessary plus the retention of the one-block portion of Bay Street between Simcoe and Strachan Streets (which was formerly proposed to be closed).

The location and construction progress of each of the components of the Perimeter Road alternative traffic system are illustrated on Addendum Map 1. The redundancy at the present time of the once-proposed Perimeter Road is clearly apparent. It is proposed, however, that its right-of-way, which is now almost completely cleared and which is of only marginal use for any other purpose, be retained by the city until a full and complete traffic study of this area can be completed and until it can be ascertained whether there is likely to be a future need for improved road connections between the Bay-Stuart area and the Wellington-Victoria-Ferrie Street locality.

There are three components of the Perimeter Road alternative which should be included in the first-phase program of this urban renewal scheme. Two of these, Burlington and Bay Streets, are within the boundaries of the 1968 Scheme and the reconstruction of most of Burlington Street has already been proposed as part of the first-phase program. Since the third component, the portion of Wellington Street (from Burlington to Birge) which must be reconstructed, is also partly within the 1968 Scheme boundaries, since it is a direct substitute for the Perimeter Road, and since it has the same high priority as was assigned to the Perimeter Road, it is proposed that the North End boundary be extended sufficiently to include this project. It should be noted that the added construction costs involved in these three components are more than offset by the cost savings due to the elimination of the Perimeter Road. The proposed boundary for the North End Scheme, revised from that shown in the 1968 report to include an extended portion of Wellington Street, is illustrated on Addendum Map 2.

PART TWO: REVISIONS TO THE CONCEPT PLAN

This Part of the Addendum should be used in conjunction with "Part Two: The Concept Plan" of the 1968 North End Urban Renewal Scheme report. It describes the proposed changes to that report resulting from the elimination of the Perimeter Road.

PART TWO: REVISIONS TO THE CONCEPT PLAN

GENERAL DESCRIPTION (page 9-16)

A general description of the proposed Concept Plan for the North End of Hamilton was provided in the Scheme report. This general description remains completely unchanged in basic principle. A particular principle and objective was the removal of all heavy truck traffic and most through auto traffic by the provision of an alternate and more convenient route around the southern and eastern perimeters of the North End and by other revisions to the road system. The Concept Plan has been revised, however, in its method of attaining this objective in that the alternate route for this through traffic is now somewhat further to the south and east and thus outside the boundary of the North End Scheme. Some changes to the street system within the North End have also been proposed as a result of the elimination of the Perimeter Road. These are:

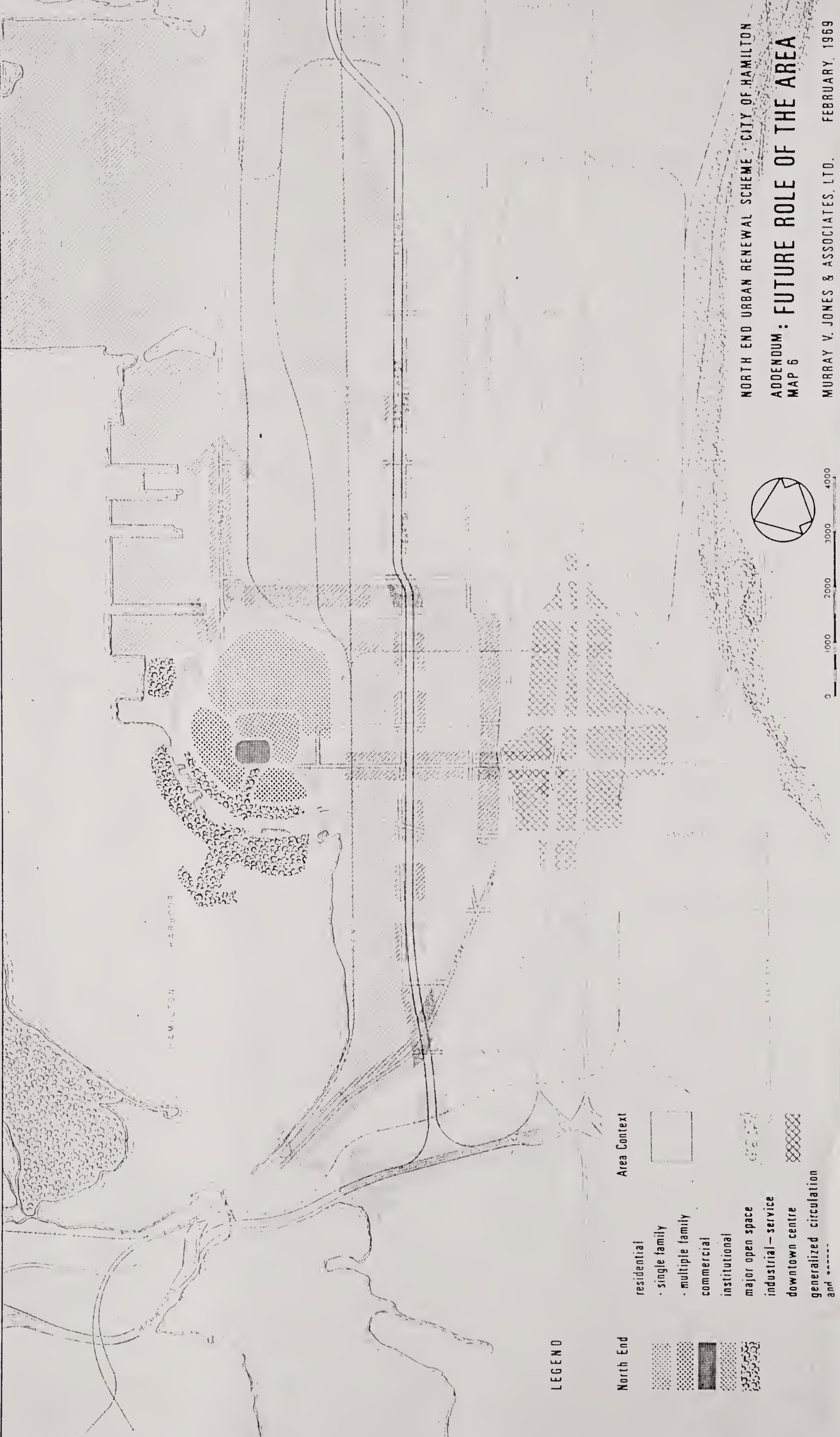
- 1) The Perimeter Road right-of-way is to be retained as open space for at least an interim period, to act as a buffer between the residential area and the railroad tracks to the south and to provide for a possible need for a future road improvement in that location.
- 2) The existing James Street is to be utilized as a two-way street for most of its length within the North End, primarily serving the commercial area adjacent to it. Northbound traffic on John Street is diverted to James Street at Simcoe Street. This diversion would have been preferable, in the interests of the North End, at some location further to the south, but there is no alternative existing road with sufficient capacity for that purpose.
- 3) Some improvement in the condition of the Bay-Burlington route is desirable to accommodate the travel requirements of the residents of the area. It will also be necessary to straighten and improve the one-block length of Bay Street between Strachan and Simcoe Streets rather than to close it, as proposed in the 1968 Scheme.

The several maps representing the Concept Plan for the North End (pages 10 and 11 of the 1968 report) have all been modified and are reproduced here as Addendum Maps 6 to 10. The "Future Role of the Area" map (Addendum Map 6) indicates in a diagrammatic manner the possible long-term concept of development and redevelopment for the North End. Within this long-term context, the more detailed concept for about the next twenty years for the North End is shown by the map "The Concept Plan - Land Use and Circulation" (Addendum Map 7). The areas of change and nonchange are indicated by Addendum Map 8, "The Concept Plan - Proposed Projects," which identifies all of the proposed projects which comprise public and/or private urban renewal. The next map, "The Concept Plan - Urban Design Principles" (Addendum Map 9), indicates all the essential principles of urban design which are relevant to the development of the various projects. The application of these principles is illustrated in sketch form on Addendum Map 10, "The Concept Plan - Proposed Development."

The purpose of the "Future Role of the Area" map is to indicate in a very generalized way the essential, long-term relation between the areas of various uses, the downtown "Centre" of Hamilton, the harbour, the proposed major open spaces, and the regional and arterial transportation system.

This revision to the Concept Plan does not alter its emphasis on housing (page 13 and Appendix 12). Some slight changes to the boundaries of some residential projects are required, but the overall areas and densities of the proposed residential development remain virtually unchanged. Thus, the estimated future population of 12,600 persons is still applicable. This would comprise about 4,800 persons in the houses which are to remain and about 7,800 in new housing. It should be noted, however, that the estimate of 7,800 is based upon an assumed 800 dwelling units accommodating 1,760 persons in the privately sponsored Waterfront Development; an assumption which is subject to change.

	Units	Persons
North End		10,800
Waterfront	<u>800</u>	<u>1,760</u>
		12,600



LEGEND

North End

- residential
- single family
- multiple family
- commercial
- institutional
- major open space
- industrial—service
- downtown centre
- generalized circulation and

Area Context

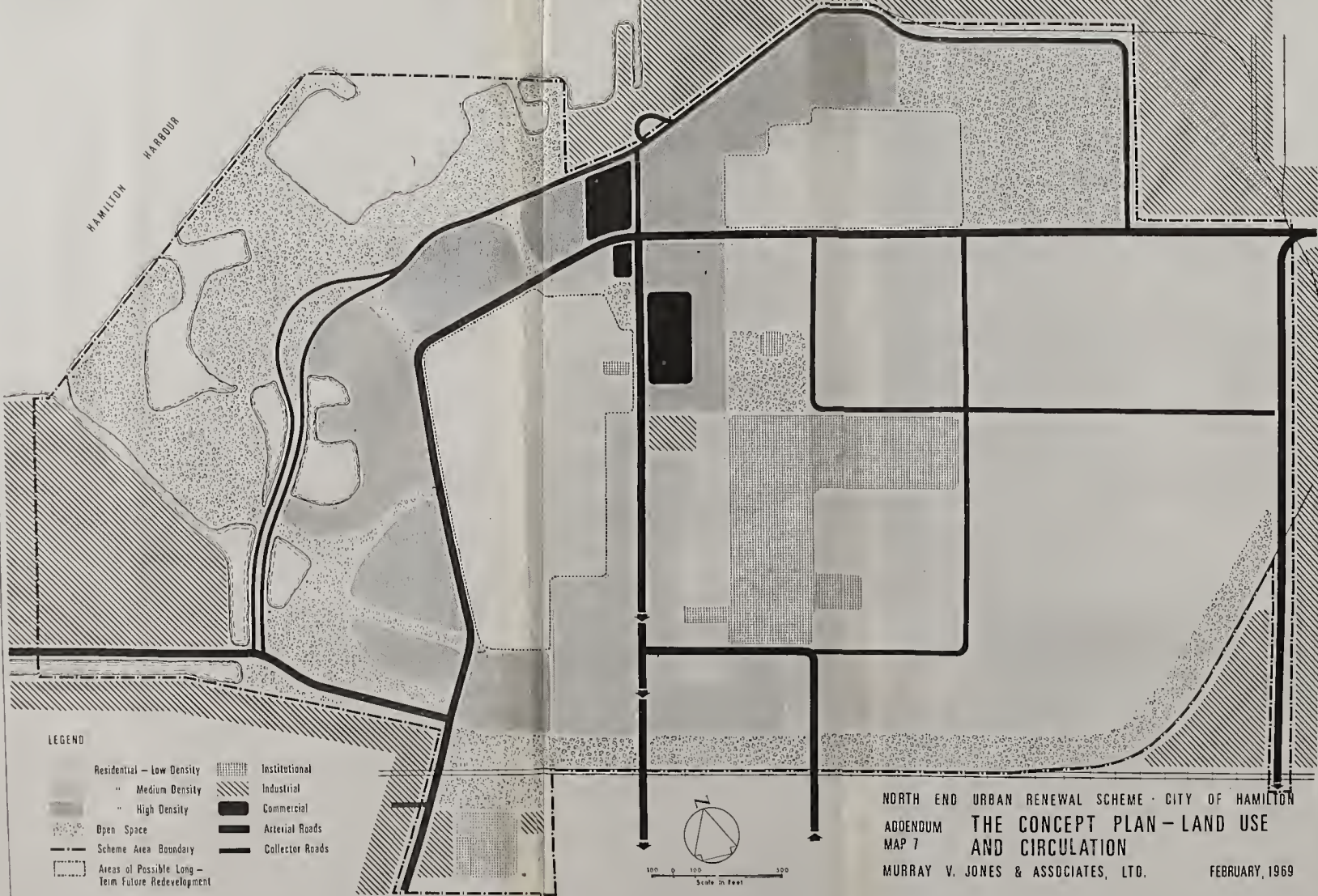
- residential
- single family
- multiple family
- commercial
- institutional
- major open space
- industrial—service
- downtown centre
- generalized circulation and

NORTH END URBAN RENEWAL SCHEME · CITY OF HAMILTON
 ADDENDUM: FUTURE ROLE OF THE AREA
 MAP 6

MURRAY V. JONES & ASSOCIATES, LTD. FEBRUARY, 1969



HAMILTON HARBOUR

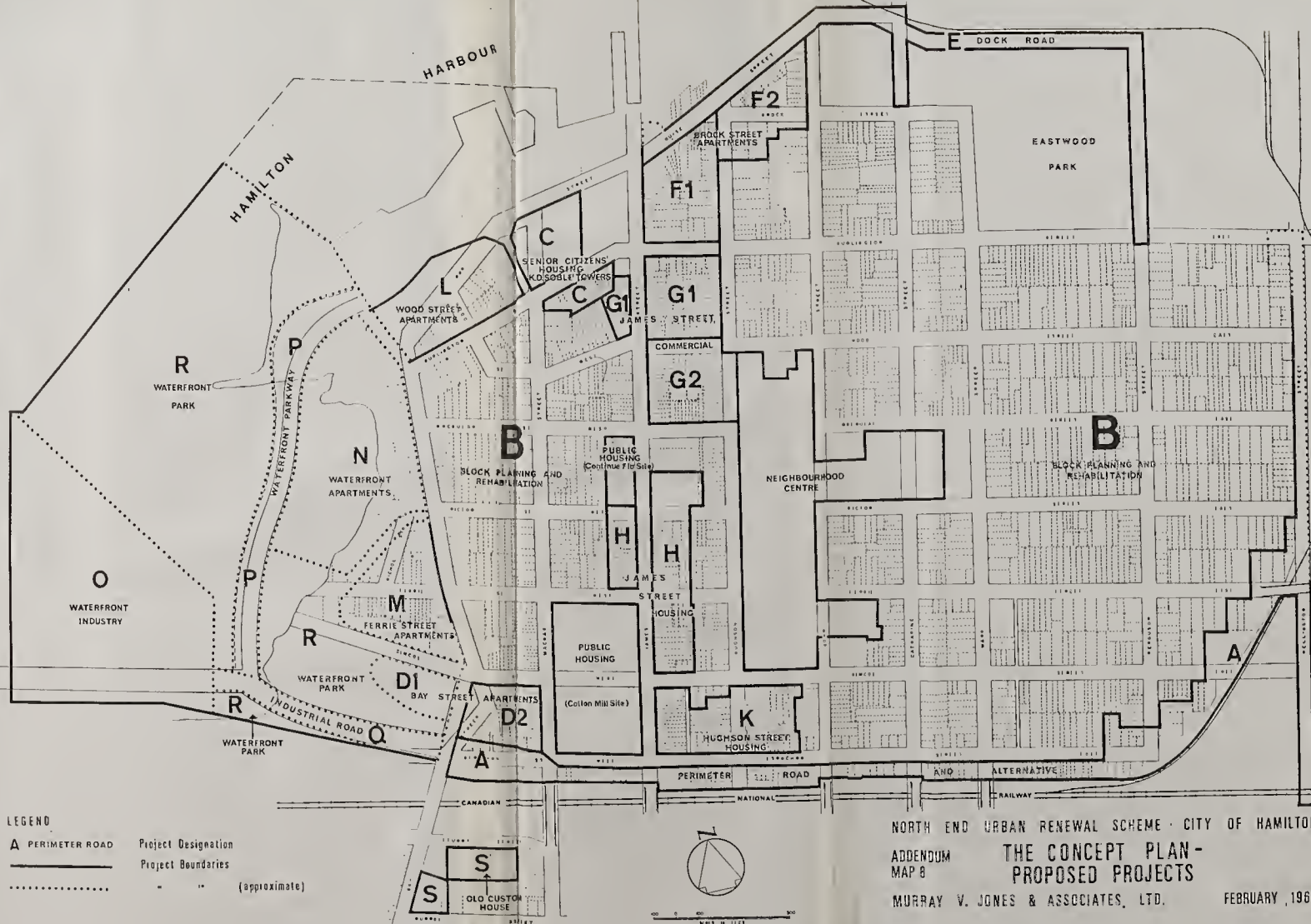


LEGEND

- | | |
|--|-----------------|
| Residential - Low Density | Institutional |
| " Medium Density | Industrial |
| " High Density | Commercial |
| Open Space | Arterial Roads |
| Scheme Area Boundary | Collector Roads |
| Areas of Possible Long-Term Future Redevelopment | |



NORTH END URBAN RENEWAL SCHEME · CITY OF HAMILTON
 ADDENDUM
 MAP 7
**THE CONCEPT PLAN - LAND USE
 AND CIRCULATION**
 MURRAY V. JONES & ASSOCIATES, LTD. FEBRUARY, 1969



LEGEND

A PERIMETER ROAD

Project Designation

Project Boundaries

..... (approximate)

NORTH END URBAN RENEWAL SCHEME · CITY OF HAMILTON

ADDENDUM
MAP B

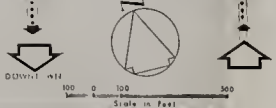
**THE CONCEPT PLAN -
PROPOSED PROJECTS**

MURRAY V. JONES & ASSOCIATES, LTD. FEBRUARY, 1969

HAMILTON HARBOUR

EASTWOOD PARK

LEGEND					
Existing	Proposed	Existing	Proposed	Existing	Proposed
	High-rise Residential		Low-rise Residential	Commercial	Institutional
	Park, Open Space, Walkways		Public Transit Proposals		Industrial
	Points of Vehicular Access				



NORTH END URBAN RENEWAL SCHEME - CITY OF HAMILTON

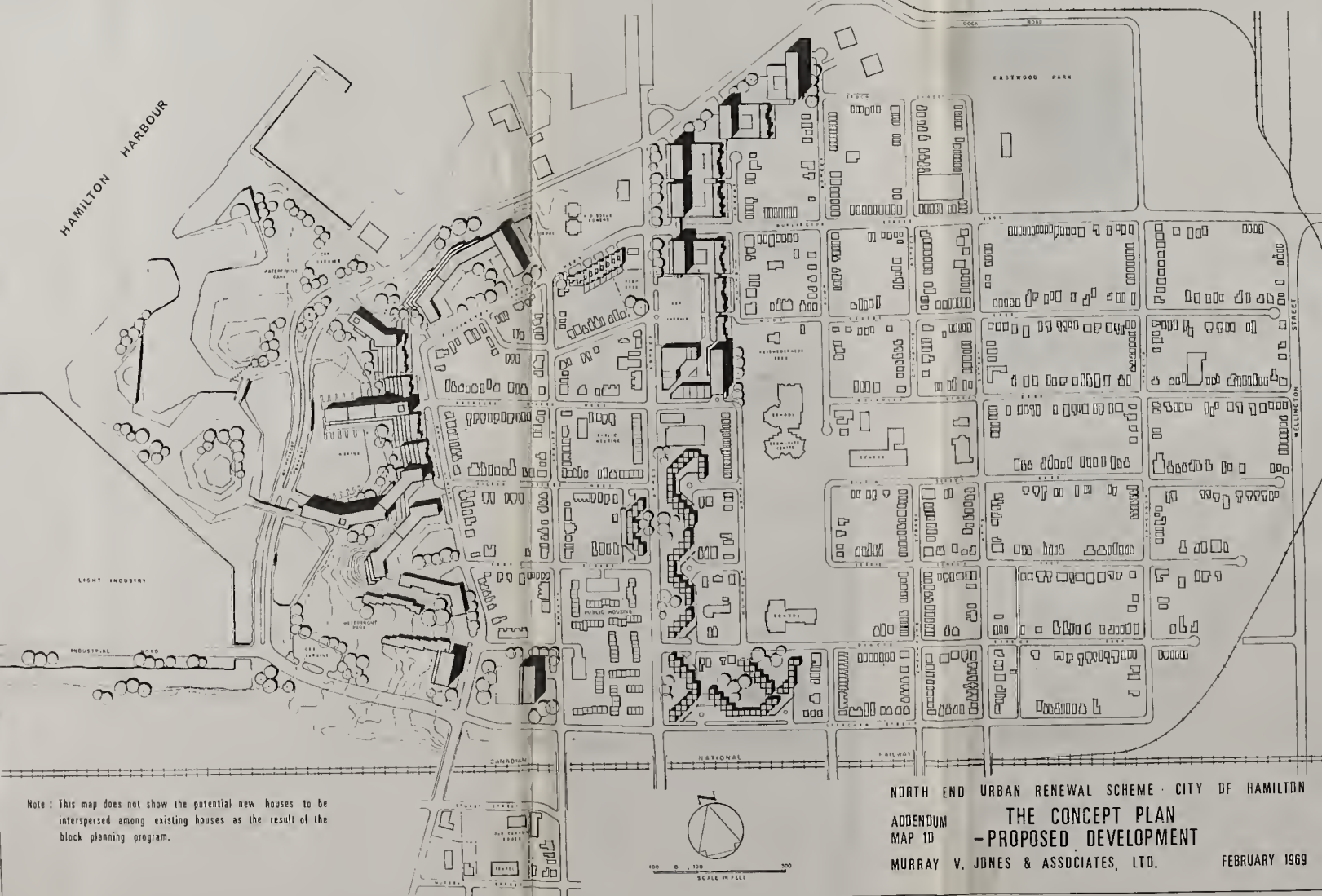
ADDENDUM
MAP 9

THE CONCEPT PLAN
- URBAN DESIGN PRINCIPLES

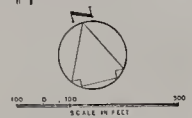
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FEBRUARY 1969

HAMILTON HARBOUR



Note: This map does not show the potential new houses to be interspersed among existing houses as the result of the block planning program.



NORTH END URBAN RENEWAL SCHEME · CITY OF HAMILTON
 ADDENDUM
 MAP 1D
THE CONCEPT PLAN
- PROPOSED DEVELOPMENT
 MURRAY V. JONES & ASSOCIATES, LTD. FEBRUARY 1969

PROPOSED PROJECTS (page 17-36)

Several of the projects proposed as part of the North End Concept Plan are affected to a greater or lesser extent by the elimination of the Perimeter Road and the necessary accompanying revision to the North End road system. The location and boundaries of each of these revised projects are shown on Addendum Map 8, "Proposed Projects," and Addendum Map 10, "Proposed Development," indicates in sketch form an example of the specific development which could occur.

The required changes to the proposed projects are discussed below:

Project A - Perimeter Road Alternative (page 18)

The revised boundaries of this project are illustrated on Addendum Map 8 and are based mainly on the property acquisition which has already occurred through the implementation of the original 1963 redevelopment plan. It is proposed that the few remaining parcels of land not yet acquired but which are in most cases occupied by substandard houses be acquired and the entire right-of-way reserved for the time being for a possible future road right-of-way. The following steps are proposed:

- 1) Small portions of property within this project which are obviously not required for any future road should be sold for private housing under the same provisions as land in Project B.
- 2) After a reasonable period of time, the city should undertake a fully detailed traffic study to establish whether any future road improvement in this area is necessary. In the event that it is not, the right-of-way could appropriately be used for a combination of open-space uses and housing, provided that the housing is very carefully designed and sited to minimize the effect of the adjacent railroad.
- 3) During the interim, this right-of-way should be adequately maintained and landscaped to serve as public recreation and open space and to serve as a buffer between the residential areas and the railroad.

The alternative traffic plan proposed in lieu of the Perimeter Road is mainly outside the North End but does include a portion of Wellington Street at the eastern edge of the Scheme. Since it is this alternative traffic proposal which has made the elimination of the Perimeter Road possible, with the consequent large cost saving, it is proposed that the Scheme boundary be slightly revised to include the somewhat longer length of Wellington Street extending south to Birge Avenue (immediately south of the CNR railroad tracks). This extended portion of Wellington Street is also included within the revised boundaries of Project A.

Project D - Bay Street Apartments (page 20)

This project is considerably affected in detail, although not in principle, by the need to retain and straighten Bay Street as a major arterial road, instead of closing it at this point as previously proposed. The area included in the western portion of this project is somewhat changed in location but not in acreage to include some land further to the west and north than before. Subject to the closing of Simcoe Street and probably the provision of an easement for utility lines, this project could easily be extended considerably further to the north to take advantage of the now vacant, city-owned land on the north side of Simcoe Street. Since this western half of the project is now vacant and can be developed independently of the eastern half and due to the demand for new housing, it should have high priority for development, as was previously recommended. A possible proposal for a housing development sponsored by the Hamilton Labour Council has already been discussed by the City Council.

The proposed realignment of Bay Street has also resulted in an increase in the area of the eastern half of this project but, since the extra land may be subject to easements for existing utilities and since relatively generous setbacks would be desirable at this location, it is proposed that the permissible amount of development on this site be about the same as before.

Projects H1, H2, K and J (pages 25 and 26)

Two slight revisions must be made to the boundaries of these projects. First, the retention of Strachan Street eliminates some of

the southern parts of Projects H1 and K illustrated in the 1968 Scheme report. Second, the need to accommodate northbound traffic on John Street until it can be merged with James Street requires that Simcoe Street remain open to the east of James Street and permits Ferrie Street to be closed immediately east of James Street. As a result of these changes, some slight changes in the project boundaries have also been made. Project K has been expanded to include all the portion of former Project H1 south of Simcoe Street while Project H has been modified to exclude the southern portion of H1 and to include, for convenience, all of the small former Project J.

It is proposed that Project K should have a somewhat higher priority than Project H due to the particularly poor condition of a number of houses in Project K, due to the lesser density of existing development in Project K, and due to the fact that the partnership has already purchased several properties within the project.

The recommendations of the Scheme report for Project K (see page 26) remain unchanged. The size of the project has been slightly increased (from 3.6 to 3.9 acres) and it could thus accommodate some 80 medium-density, family-type housing units.

The recommendations of the Scheme report for Projects H and J, now combined as Project H, still apply (see pages 25 and 26). The total area of this project has been slightly reduced (from 4.9 to 4.7 acres) and could now be expected to accommodate approximately 90 family housing units of medium density.

Project M - Ferrie Street Apartments (page 27)

The estimated area of this project has been somewhat reduced by the revisions to Project D1 (from 5.5 to 4.8 acres) and it would therefore be suitable for about 400 apartment units.

Project S - Old Custom House Site (page 32)

The tentative proposals for this project (page 32) can be confirmed now that the possibility of interference from revised Perimeter

Road plans no longer exists. The proposals remain unchanged but the adjacent industrial establishment at the corner of Stuart and Macnab Streets would remain since its site is not needed for the Perimeter Road connection previously proposed.

Street Reconstruction, Sewers, Water Works, and Other Utilities
(pages 32-36)

No changes are required to these sections since they are discussions of general principles only.

Relocation (pages 37-39)

Due to the insignificant extent of the changes to the overall relocation requirements and due to the approximate nature of the original estimates in the Scheme report (Table 1, page 37), the revision of this section of the 1968 Scheme report is not considered necessary. It may be noted, however, that Project A has been slightly enlarged, Project B slightly reduced, and Projects H1, H2, J and K combined into revised Projects H and K covering precisely the same area.

COST ANALYSIS (page 40-50)

Cost estimates for each element of the concept plan were provided in the 1968 North End report. While the estimates were in some cases preliminary and very approximate, they were considered suitable for their intended purpose, which was the preliminary evaluation of the feasibility of the proposals and the establishment of priorities within the limitations of city funds available for implementation. Some changes to these cost estimates are now necessary due to the elimination of the Perimeter Road and due to the availability of further information on the costs of road and utility improvements.

The revisions of the Concept Plan cost analysis are discussed below. It should also be noted that more detailed estimates for those projects proposed for early implementation are included later with the description of the first-phase plan.

The areas of property involved in the Concept Plan proposals are somewhat changed from those described in the 1968 report (pages 40 to 42) although the basic assumptions on which the stated areas were based remain unchanged. The following Addendum Table 2 specifies the revised areas of proposed land acquisition and shows that the overall totals for the various categories of land acquisition are only slightly changed.

Estimated acquisition costs for all privately owned property were given on page 43 and in Table 3 of the 1968 Scheme report. The assumptions and principles upon which these estimates were based remain unchanged, but the actual cost estimates are revised in several cases due to revisions in the project boundaries. These revised estimates of acquisition costs, based on the new boundaries specified on Addendum Map 8, appear in Addendum Table 3.

The revised total estimate of \$6,706,280 net and \$7,712,223 gross is slightly larger than the original estimate due to the slight extension of the Perimeter Road right-of-way boundaries in accordance with actual acquisition and demolition up to January, 1969.

Road and Utility Costs (page 44)

The estimated costs associated with each of the many proposals included in the Concept Plan are briefly described below; they have

Addendum Table 2

CONCEPT PLAN - REVISED AREAS OF PROPOSED LAND ACQUISITION

Project	Total	Land Areas (Acres)			
		Present Private Ownership Private Use	Present Private Ownership Public Use	Present Public Ownership Private Use	Present Public Ownership Public Use
Public Housing Site Alternative ⁽¹⁾	6.5	-	-	-	6.5
A Perimeter Road	8.5*	1.0*	7.5*	-	-
D Bay Street Apt. D-1 West Half ⁽²⁾	1.5	-	-	1.5	-
D-2 East Half	2.1	1.6	-	0.5	-
H James Street Housing	4.7	4.0	-	0.7	-
J Picton Street Housing	**				
K Hughson Street Housing	3.9	3.4	-	0.5	-
M Ferrie Street Apts. ⁽²⁾	4.8	2.6	-	2.2 ⁽³⁾	-
Revised Total ⁽⁴⁾	70.9	25.0	9.0	10.1	26.8
Original Total	71.8	24.5	8.9	11.2	27.2

* Approximate.

** Included with Project H.

(1) The previous total of 6.9 acres has been reduced to 6.5 acres since the 0.4-acre portion of Strachan Street must now be excluded.

(2) This project includes part of the former "incinerator site," the total area of which is about 6.0 acres excluding the street right-of-way. It is divided among Projects D-1, M and R with approximately 1.5, 0.8, and 3.7 acres each, respectively.

(3) This includes 0.8 acres of the former incinerator site and about 1.4 acres of city streets.

(4) Projects not individually listed are included in the totals and have the same areas as listed in the 1968 report.

been extensively revised from those given in the 1968 report. Since both the timing and the detailed plans of many of the Concept Plan proposals are unknown, the cost estimates can only be approximate and subject to later modification. The estimates are therefore generally based on current construction costs plus allowances for engineering fees and contingencies.

These very approximate cost figures are considered adequate to serve their present purpose of indicating the overall magnitude of the urban renewal scheme costs and determining an appropriate first-phase program. The work to be carried out in the first phase will be described in greater detail in a following section, along with further information on the costs involved.

The estimated costs for the road program are:

- Perimeter Road Alternative (Wellington Street plus landscaping)	\$ 289,400
- Dock Road (from James to Burlington)	\$ 222,180
- Waterfront Parkway (partnership share: 50% first stage, all of second stage)	\$ 184,000
- Industrial Road (50% partnership share)	\$ 42,275
- Road reconstruction program	\$3,273,825

The Perimeter Road has been eliminated but the estimated cost for the Wellington Street alternative is noted above. An amount of \$50,000 is proposed for the landscaping and improvement of the Perimeter Road right-of-way and has been included in the above estimate.

The estimated cost of the Subtrunk Sanitary Sewer is \$950,000 and an "allowance" for the cost of the Macnab Street Trunk Storm Sewer is \$1,000,000. The estimated cost for the remainder of the sewer program, i.e., the replacement of all local sewers with new separate storm and sanitary sewers and the partnership's estimated share of the costs of new trunk sewers and a pumping plant to serve the waterfront development, is \$2,457,000.

An estimated amount of \$738,000 is shown for water mains. This is based on information provided by the Hamilton Engineering Department, assuming that half the costs of new water mains in the waterfront area will be borne by the developer, that all the existing water

Addendum Table 3

REVISED ESTIMATES OF ACQUISITION COSTS FOR PRIVATE PROPERTY

<u>Project</u>	<u>Estimated Net Acquisition Cost</u>	<u>Allowance for Clearance, Relocation, and Adminis- tration costs (15%)</u>	<u>Estimated Gross Acquisition Cost</u>
A (1)	\$ 511,390	\$ 76,709	\$ 588,099
B (2)	1,967,180	295,077	2,262,257
H (3)	820,890	123,133	944,023
K (4)	464,660	69,699	534,359
Revised Total ⁽⁵⁾	6,706,280	1,005,943	7,712,223
Original Total ⁽⁵⁾	6,642,450	996,368	7,638,818

- (1) The increased estimate here is due to project boundary extensions in accordance with actual acquisitions to January, 1969. The amount of the increase is based on the actual prices paid by the city on behalf of the partnership, according to the minutes of the North End Appraisal Subcommittee meetings.
- (2) The slightly decreased estimate here is due to the transfer of one property to Project A.
- (3) This project now includes all of former Project H-2, the northern half of former Project H1, and the former Project J.
- (4) This project has been enlarged by the inclusion of the southern half of former Project H1.
- (5) Projects whose cost estimates are unchanged are not listed here individually but are included in the totals.

mains will need cleaning and lining and that all the existing water service connections will need to be replaced. This amount is, however, only very approximate since some of the water mains may need to be replaced rather than merely cleaned and lined due to their considerable age (50 to 100 years). Also, it is not known how many of the water services may need replacing, but their condition can be determined at the time of sewer construction.

An approximate indication of the partnership's share of the costs of the relocation of existing gas lines, the abandonment of existing lines, and the disconnection of existing services is \$171,000. This amount is based on the assumption that 80% of the costs of relocation and all the direct costs of disconnection and abandonment should be borne by the partnership.

The cost of the required relocations of hydro-electric lines to underground conduits and the provision of new street lights along the proposed new roads has been estimated at \$215,000 by the Hamilton Hydro-Electric System.

The approximate cost of the changes to existing telephone lines and plant which are required by the plan proposals plus the additional cost of the installation of underground telephone wiring is \$100,000.

Overall Cost Estimates

The basic assumptions and criteria on which the overall cost estimates are based are identical to those described in the 1968 report (pages 46-47). Of particular importance is the fact that this Addendum is also based on the conditions existing in the North End as of May 31, 1967. All projects carried out prior to that date, according to the provisions of the 1963 "Redevelopment Plan" and the 1966 "Interim Report on the North End Urban Renewal Schemes" were summarized in Part I and in the Appendices of the 1968 Scheme report. The cost estimates presented in this Addendum refer only to the projects scheduled after May 31, 1967, similar to those in the 1968 report, and are based on conditions existing on May 31, 1967. All cost estimates are in addition to amounts expended prior to May 31, 1967, which amounted to \$3,997,000.

Addendum Table 4

REVISED CONCEPT PLAN COST ANALYSIS (\$000)

Project	Estimated Property Acquisition Costs		Estimated			
	Private Owned Land	Public Owned Land	Construction and Servicing Costs	Gross Costs	Recoveries	Net Costs
Neighbourhood Centre	-	-	\$ 75	\$ 75	\$ 134	\$ 59*
Public Housing Site	-	-	160	160	130	30
A	\$ 588	\$ 60 ⁽¹⁾	290 ⁽⁴⁾	938	190	748
B	2,262	-	250	2,512	565	1,947
C	72	18	-	90	46	44
D-1	-	110 ⁽²⁾	-	110	60	50
D-2	277	20	-	297	84	213
E	-	40	222 ⁽⁴⁾	262	40	222
F-1	536	-	-	536	128	408
F-2	301	36	-	337	116	221
G-1	666	-	-	666	118	548
G-2	555	30	-	585	118	467
H	944	28	-	972	188	784
K	535	20	-	555	156	399
L	266	132	-	398	176	222
M	484	116 ^{(2) (3)}	-	600	192	408
N and O	-	-	-	-	-	-
P	-	-	184 ⁽⁴⁾	184	-	184
Q	-	-	42 ⁽⁴⁾	42	-	42
R	-	-	-	-	-	-
S	226	-	-	226	40	186
Road Construction	-	-	3,274	3,274	-	3,274
Subtrunk Sanitary Sewer	-	-	950	950	-	950
Macnab St. Trunk Sewer	-	-	1,000	1,000	-	1,000
Local Sewers	-	-	2,457	2,457	-	2,457
Water Mains	-	-	738	738	-	738
Gas Lines	-	-	271	271	-	271
Hydro-Electric Lines	-	-	215	215	-	215
Telephone Lines	-	-	100	100	-	100
	<u>\$7,712</u>	<u>\$610</u>	<u>\$10,228</u>	<u>\$18,550</u>	<u>\$2,481</u>	<u>\$16,069</u>
Administration (5%)	-	-	-	928	-	928
TOTAL				<u>\$19,478</u>	<u>\$2,481</u>	<u>\$16,997</u>
City Share (25%)				\$ 4,869	\$ 620	\$ 4,249
Provincial Share (25%)				\$ 4,869	\$ 620	\$ 4,249
Federal Share (50%)				\$ 9,739	\$1,241	\$ 8,498

* Gain.

(1) This is an allowance for the acquisition cost of CNR-owned land and is the same amount which was included in the 1968 report.

(2) The original \$435,000 cost of the former "incinerator" site has been allocated to Project D-1, M and R in the amounts of \$110,000, \$60,000, and \$265,000 respectively, which is in proportion to the acreages involved.

(3) This amount includes \$60,000 for a portion of the incinerator site and \$56,000 for 1.4 acres of city streets.

(4) Road construction or reconstruction costs only; utility costs are shown at the bottom of the table.

The revised overall cost estimates for the Concept Plan are summarized in Addendum Table 4. Explanatory footnotes are added as necessary to explain revisions from the figures presented in the 1968 report (pages 48 and 49).

Direct City Costs (page 50)

The revised estimates of receipts and expenses for the city's Property Fund (exclusive of the costs involved in the Waterfront Development) are:

	<u>Receipts</u> (Sales to the Partnership)	<u>Expenses</u> (Purchases from the Partnership)
Part of the Incinerator Site	\$170,000 (2.3 acres)	--
Park Site	64,000 (2.5 acres)	\$ 76,000 (3.8 acres)
City Streets	<u>290,000</u> (8.6 acres)	<u>180,000</u> (9.0 acres)
Total	\$524,000	\$256,000

The city Property Fund would thus gain by an estimated amount of \$268,000 through the implementation of the Concept Plan (exclusive of land costs and receipts for the city's participation in the Waterfront Development). This would be partially offset by the fact that the city's Separate and Elementary School Boards would be required to pay \$108,000 for an additional 5.4 acres of land under the Concept Plan proposals.

Summary of Concept Plan Costs

The gross overall cost estimate for the Concept Plan proposals is \$18,550,000, exclusive of the unknown costs for the development of the Waterfront Park and exclusive of the \$3,997,000 spent prior to May 31, 1967. The net overall estimated cost is \$16,061,000.

These overall cost estimates for the Concept Plan are slightly higher than those in the 1968 report since the saving due to the elimination of the Perimeter Road has been more than offset by other increases, mainly for road construction and reconstruction.

The city share of these estimated costs would be \$4,869,000 gross or \$4,247,000 net, which would be only slightly offset by the estimated gain of \$268,000 for the city's Property Fund.

MUNICIPAL RESOURCES AND SCHEME PRIORITIES (page 51-54)

The factors which determined the choice of the first-phase program listed in the 1968 Scheme report are still equally applicable and the proposed first-phase program remains basically unchanged. The only significant revisions to the first-phase program are described below:

Project A - Perimeter Road Alternative

The construction of the Perimeter Road has been eliminated or at least indefinitely postponed. The potential cost savings of \$1,700,000 will be partially offset by the need to reconstruct an extended portion of Wellington Street (from Burlington south to Birge), by the added cost of improvements to the Bay-Burlington route, by a slight increase in the right-of-way acquired for the Perimeter Road, and by the landscaping costs for its right-of-way.

Project K - Hughson Street Housing

Due to some realignment of the proposed street system resulting from the elimination of the Perimeter Road, the boundaries of projects H, J, and K, as proposed in the 1968 report, have been slightly revised. It is now considered more appropriate to include the southern half of former Project H-1 along with all of the former Project K in the first-phase program since the resulting land parcel includes a large proportion of buildings in poor condition, is now already partially vacant and partially owned by the partnership, and is particularly suitable in terms of shape and location for comprehensive redevelopment for multiple housing.

Street and Utilities Reconstruction

This program, as prepared for the 1968 report, was restricted in the first phase to those streets where new major utility lines were a necessity. It has been somewhat expanded here to include the reconstruction of Wellington Street and the reconstruction of the entire Bay-Burlington route along with the necessary improvements to all

underground utilities. These additional proposals for road reconstruction have resulted entirely from the need to provide alternatives to the now eliminated Perimeter Road.

Full details of the revised first-phase program appear in the next part of the Addendum.

PART THREE: REVISIONS TO THE FIRST-PHASE
PROGRAM AND PROCEDURES

This Part of the Addendum should be read in conjunction with "Part Three: The First-Phase Program" and "Part Four: Procedures" of the 1968 North End Urban Renewal Scheme report. All the proposed changes to the original first-phase program and procedures, resulting from the elimination of the Perimeter Road, are described herein.

PART THREE: REVISIONS TO THE FIRST-PHASE
PROGRAM AND PROCEDURES

GENERAL DESCRIPTION AND PROPOSED USES (Page 55-58)

The general description of the first-phase program which appeared in the 1968 North End report requires few changes in this Addendum. The proposed uses remain virtually unchanged, although the Perimeter Road has been eliminated and there is some change in emphasis on the road reconstruction program.

The boundaries of the projects included in the revised first-phase program are shown on Addendum Map 11, "Proposed Projects" while an illustration of the possible first-phase development which meets the recommended objectives and principles is shown on Addendum Map 12, "Proposed Development."

Due to the slight relocation westward of Project D-1, Bay Street Apartments, it can proceed independently of the proposed reconstruction and realignment of Bay Street.

The revised Project K has already been described in the Concept Plan. As noted therein, it consists of the former Project K plus the southern half of the former Project H-1. The area of 3.9 acres could accommodate about 80 units of medium-density, family-type housing.

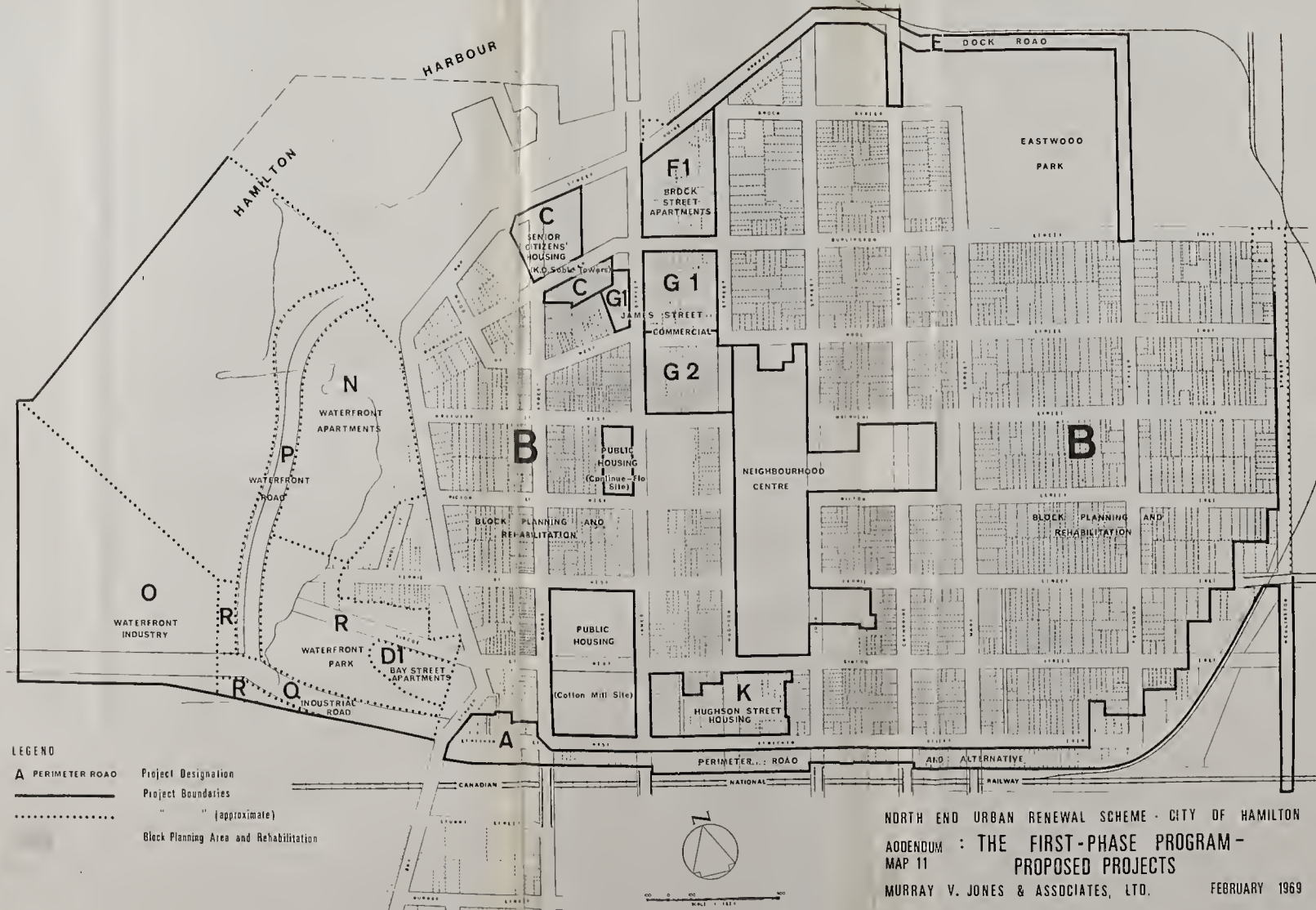
The progress of the Waterfront Development must still be determined primarily by the private developer concerned. It is known, however, that this developer is seriously interested in a relatively early start on this work but the details must still be subject to negotiations between all the parties concerned and it must be repeated here that the development shown on Addendum Map 12 is merely an indication of the extent and possible location of the initial phase of the development.

No allowance for the development costs of the Waterfront Park was included in the 1968 report due to a complete absence of information on the possible extent or timing of such costs. Some early development of the park, in conjunction with the private developer's progress, may prove desirable as a result of the recommended negotiations. Thus,

some agreement on the timing and financing of the park development must also be reached in the negotiations. No allowance has been made in the Addendum for these unknown costs except to the extent that the amount allocated for "advance acquisition" would permit some token participation by the partnership in the acquisition of property for the Waterfront Park.

There are no basic changes required in this Addendum to the discussions of the advance acquisition program and the road and utility improvements.

The population changes which would result from the first-phase program proposed in the 1968 report were calculated in Appendix 12 of that report (pages A.54-A.60). The proposals of this Addendum will result in an increased number of persons to be relocated (116 more according to Addendum Table 18) but will also provide somewhat more new housing (Project K versus H-1 will accommodate about 105 extra persons in 30 extra units). Thus, the estimated population at the end of the first phase remains at about 9,500 persons (compared to its 1967 level of about 7,600 and 1961 level of 8,362). About 4,000 persons would be housed in new dwellings (mainly apartments) built since 1961, while about 5,500 persons would be accommodated in the approximately 1,200 residential structures to be retained (out of the nearly 1,600 existing in 1967). As noted in that Appendix, these figures included estimates of 400 units with 880 occupants in the Waterfront Development, amounts which are subject to considerable change.



LEGEND

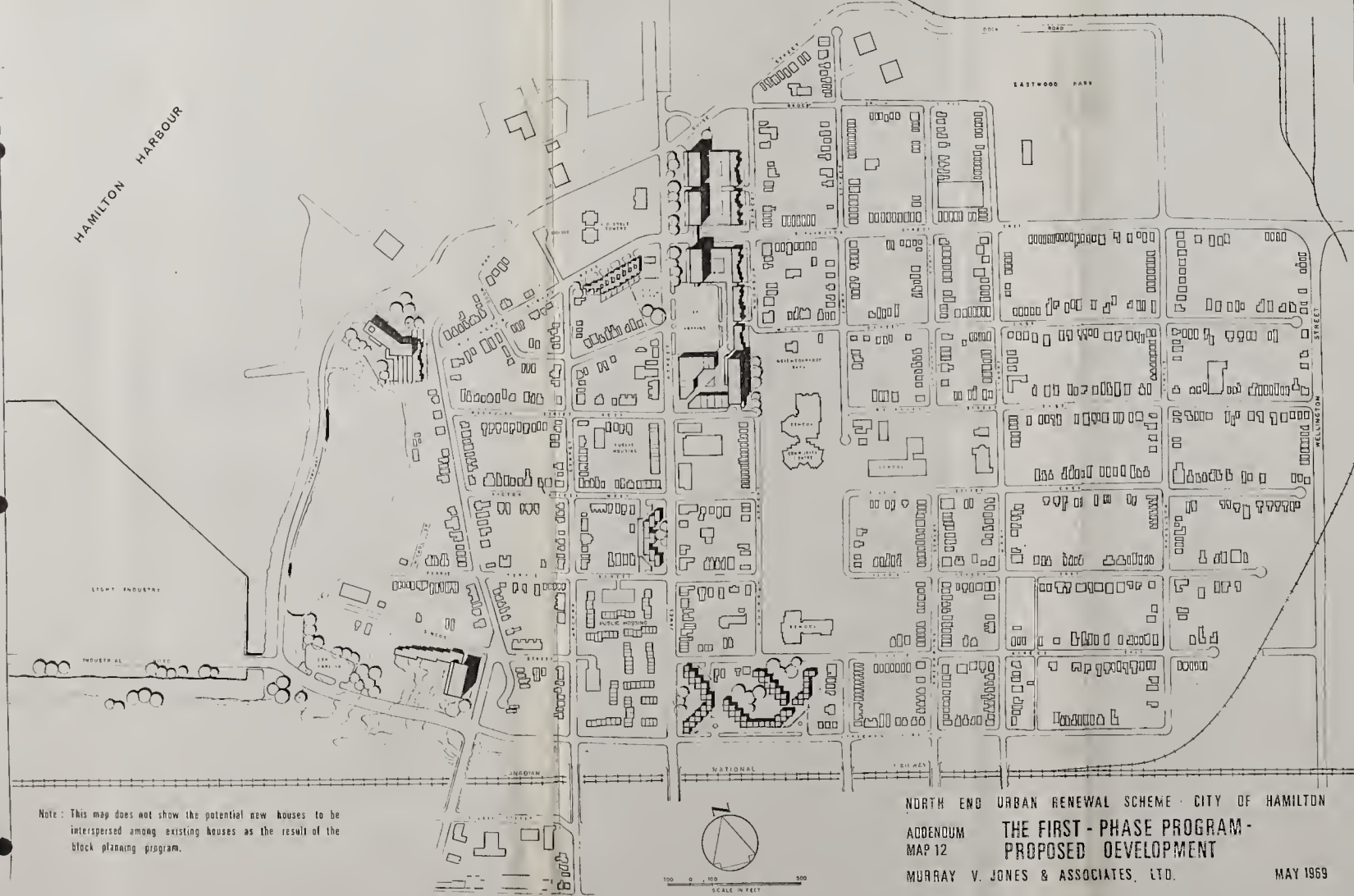
- A** PERIMETER ROAD
- Project Designation
- Project Boundaries
- (approximate)
- Block Planning Area and Rehabilitation

NORTH END URBAN RENEWAL SCHEME - CITY OF HAMILTON
 ADDENDUM : THE FIRST-PHASE PROGRAM -
 MAP 11 PROPOSED PROJECTS

MURRAY V. JONES & ASSOCIATES, LTD.

FEBRUARY 1969

HAMILTON HARBOUR



Note: This map does not show the potential new houses to be interspersed among existing houses as the result of the block planning program.

NORTH END URBAN RENEWAL SCHEME · CITY OF HAMILTON

ADDENDUM
MAP 12

THE FIRST - PHASE PROGRAM -
PROPOSED DEVELOPMENT

MURRAY V. JONES & ASSOCIATES, LTD.

MAY 1969

PROPOSED ROADS AND UTILITIES (page 80-91)

A coordinated program of improvements to road surfaces and utilities was described in the 1968 report but there have since been a considerable number of changes to this program for two reasons. First, the decision to eliminate (or at least to postpone) the construction of the Perimeter Road has removed the need for the extensive relocation of utilities along its proposed right-of-way. Second, more complete information concerning the road and sewer improvements and their estimated costs is now available. For these reasons, this section of the Addendum constitutes a replacement of the corresponding section in the 1968 report, rather than a modification of that section, and includes a complete description of the proposed program of road and utility improvements.

Roads

The road construction, reconstruction, and improvements proposed in the first-phase plan are illustrated on Addendum Map 14 and described below. Also shown are the several street closings proposed as part of various projects. The disposition of the portion of John Street just north of Simcoe Street, which is not within the Neighbourhood Centre, should be considered in the Block Planning Program and should probably be incorporated into the adjacent school site.

The timing of two of the proposals described herein is worthy of comment. The complete reconstruction of the road surface and underground utilities along Macnab Street was originally proposed due to the fact that the proposed installation of a major storm sewer would so interfere with the existing utilities (already in poor condition) and would leave the road surface in such poor condition that a coordinated program of complete reconstruction was desirable. It has recently been decided by the city's Engineering Department that the proposed large storm sewer can be constructed by a tunnelling method which would not interfere with the existing utilities or road surface. Therefore, the reconstruction of this road and its existing underground utilities could be postponed for a considerable period but it has nevertheless been retained in this first-phase program with the proviso that it is of relatively low priority.

One of the components of the alternative to the Perimeter Road, as discussed at length in an earlier part of this Addendum, was the improvement of Bay and Burlington Streets throughout the North End. The need for this improvement is not particularly pressing, however, since the expected traffic volumes on these streets will be considerably reduced by the provision of improved alternate routes outside the North End. For this reason, the improvement of Bay Street and the portion of Burlington Street west of James Street is also of relatively low priority within the first-phase program.

The cost estimates are all based on 1969 estimates for construction in 1970 and do not include the cost of temporary reinstatement of road surfaces after the installation of underground services. Allowances for the expected future increases in construction costs are not included here.

Project A - Perimeter Road Alternative

The Perimeter Road and its proposed alternative were fully discussed in Part One of this Addendum. As a result of the revised proposals, the previous estimate of \$1,700,000 for the construction of the Perimeter Road has been deleted but there are some alternative costs involved which include the reconstruction of Wellington Street from Burlington Street to Birge Street, the landscaping and improvement of the Perimeter Road right-of-way, and the reconstruction of the Bay-Burlington route through the North End.

The estimated cost of the reconstruction of Wellington Street from Burlington to Birge is \$239,400.

An "allowance" of \$50,000 has also been included for the cost of landscaping and improving the Perimeter Road right-of-way. This amount is approximate but is based on the estimated costs of adding topsoil as required, seeding the entire area, planting a screen of poplar trees along the entire length of the railroad tracks and a small amount for other landscaping, fencing, and recreational facilities.

Estimated costs for improvements to the Bay-Burlington route are provided in the description of the street reconstruction program.

HAMILTON





HARBOUR

EASTWOOD
PARK

Note: It is proposed that the partnership pay half the costs of the Waterfront Road and the portion of the Industrial Road east of the Waterfront Road. The cost of the western portion of the Industrial Road is the responsibility of the private developer of the adjacent industrial area.

The alignments shown for the Waterfront and Industrial Roads are only schematic, they will be determined after negotiations with the private developer and the Harbour Commission.

LEGEND

-  Roads and Streets to be Constructed
-  Existing Roads and Streets to be Rebuilt
-  Existing Roads and Streets to be Closed
-  Perimeter Road Right-of way



NORTH END URBAN RENEWAL SCHEME - CITY OF HAMILTON

ADDENDUM : PROPOSED ROAD SYSTEM
MAP 14

MURRAY V. JONES & ASSOCIATES, LTD.

FEBRUARY, 1969

Project E - Dock Road

This road is to serve as an alternative to local residential streets for truck traffic generated by the docks to the north and should be complemented by regulations and signs prohibiting through-truck traffic from all North End routes except this Dock Road, the Industrial Road, and the Perimeter Road.

A two-lane industrial type of road with 28 feet of pavement and with curbs but no sidewalks is proposed along a right-of-way which includes portions of Ferguson and Guise Streets plus a 100-foot strip along the northern border of Eastwood Park (to allow for the roadway and the proposed railway spur line to the Centennial Dock). A turning bay should be provided near James Street for the convenience of trucks.

The Dock Road alignment is illustrated in schematic form on Addendum Map 12. An estimated construction cost of \$286,580, based on 44 feet of pavement between Burlington and James Streets, was proposed by the Hamilton Engineering Department but it is recommended that the suitability of a lesser width of pavement be further investigated. It is believed that a width of 28 feet, as proposed in the 1968 report, would be satisfactory for some or all of this road. The estimated cost of the 28-foot roadway would be \$222,180.

Project P - Waterfront Road

This road is proposed to provide access to the Waterfront Development and to form part of a possible future waterfront scenic drive. A two-lane road with 28 feet of pavement is proposed, extending from the end of the existing pavement near the Leander Boat Club to an intersection with the Industrial Road. The other half of a possible future Waterfront Parkway can be constructed at a later date.

The details of this road and the development plan for the entire waterfront area are to be the subject of future negotiations between the city, the private developer, and the Harbour Commission. For this reason, neither detailed plans nor cost estimates for the Waterfront Road are available now. However, the Hamilton Engineering Department has provided an estimate of \$230,000 for the construction of two roadways each 24-feet wide with curbs but no sidewalks.

An amount of \$138,000 is estimated for the costs of the first stage (28-foot wide) of this parkway, of which it is assumed that half should be borne by the private developer and the other half (\$69,000) by the partnership.

Project Q - Industrial Road

This road is proposed to provide access to the industrial area to the west and to the Waterfront Development area. A two-lane industrial road with a 44-foot width of pavement plus curbs is considered desirable although the details are, as in the case of the Waterfront Road, still to be negotiated with the private developer, who should also bear half of the costs. An estimate of the construction costs for this road is \$84,550 (with the partnership's assumed share being \$42,275).

Street and Sidewalk Reconstruction

A major component of the overall Concept Plan is a coordinated program of sewer replacements, improvements or replacements as necessary for all other utility lines, including the underground installation of hydro-electric and telephone lines where feasible, followed by the reconstruction of streets and sidewalks. Due to the magnitude of this proposal, the limited financial capacity of the city, and the fact that many of the sewer and other utility replacements are not required immediately, it was proposed in the 1968 report that the first-phase program should include only those streets where new major utility lines were a necessity. Thus, the streets proposed for reconstruction were mainly those where new sewers must be installed. The exceptions were portions of James and Burlington Streets, where the basic need was for a new major water main although the installation of new sewers in conjunction with the proposed commercial development on James Street was also desirable.

The program proposed in this Addendum is illustrated on Addendum Map 14 and is very similar to the previous program except for the addition of Bay Street and the western portion of Burlington Street. The reasons for this addition, and the timing of the Bay Street and Macnab Street reconstruction proposals were discussed earlier.

The estimated costs of this road reconstruction program based on information provided by the Hamilton Engineering Department are as follows:

- Macnab Street from Burlington to Murray	\$178,100
- Burlington Street from Wellington to Bay	375,250
- Bay Street from Burlington to Stuart	194,375
- James Street from Picton to Guise	137,750
- Mary Street from Burlington to Brock	37,675
- Brock Street from Mary to Catharine	<u>17,125</u>
	\$940,275

Block Planning Program

This program is expected to include the provision of rear lanes and/or other off-street parking facilities, as fully described in the preceding section. A very approximate estimate of the costs involved for land acquisition, paving, drainage, and other costs was shown in the Concept Plan as \$250,000 and was based on the assumption that most of the required land would be provided through the clearance of substandard properties and that off-street facilities are not feasible or are not required in many of the blocks. The portion of this cost allocated to the first-phase is 75% or \$187,500.

Sewers

The potential construction of new separate sanitary and storm sewers along any street raises two serious problems: first, there is the considerable cost to abutting property owners of installing the necessary new and separate connections from within their buildings to the publicly installed sewer connections at the street line while the second problem is the timing of the sewer construction in relation to adjacent redevelopment. Obviously, the most desirable timing is simultaneous, coordinated sewer installation and adjacent redevelopment although this is seldom possible due to the random location and timing of redevelopment projects. Installation of new sewers prior to adjacent redevelopment involves the expense and nuisance of installing and then abandoning the connections to buildings which are soon demolished and also requires cutting through the new

road surfaces for some of the new connections. On the other hand, installation of new sewers after redevelopment is only possible where the existing sewers and road surfaces are adequate for the interim period.

The proposed program of sewer replacements has been chosen, in light of the above considerations, to coincide with proposed redevelopment or is restricted as much as possible to streets for which no redevelopment is proposed either in the first or later phases of the plan. Addendum Map 15, "Proposed Sewers," illustrates the proposed first-phase abandonments, improvements, and replacements of the North End sewer system. The following items are included:

- 1) A new, large storm sewer along Macnab Street to serve the Civic Square redevelopment project and to service a part of the North End Scheme area. It is proposed to construct this major storm sewer in the near future in the form of a tunnel. It is therefore not expected to interfere with the road surface and local utilities above it and thus the reconstruction of Macnab Street and the local utilities may be considerably postponed. This trunk storm sewer will run along Macnab Street from Murray to Burlington, along Burlington Street from Macnab to James, and along James Street from Burlington to the Hamilton Harbour.
An approximate amount of \$1,000,000 is indicated for the construction of this tunnel. This "allowance" should be replaced by an accurate estimate as soon as such can be prepared by the Hamilton Engineering Department.
Cost Allowance \$1,000,000
- 2) A subtrunk sanitary sewer, constructed as a tunnel, running along Mary Street from Ferrie to Burlington, along Burlington Street from Mary to James, and along James Street from Burlington to Bay. The construction of this sanitary sewer tunnel will provide most of the North End with a sanitary sewer outlet connecting to the Western Interceptor Sewer. It should also be noted that this tunnel must be completed before any new sanitary sewers can be installed on Burlington Street, James Street, or in the area to the north of Burlington Street.
Estimated Cost \$ 950,000
- 3) Storm and sanitary sewers along Mary Street from Burlington to Brock, along Brock Street from Mary to Catharine, and along Catharine Street (sanitary sewer only) from Brock to Guise.
Estimated Cost \$ 113,375
- 4) Storm and sanitary sewers along Burlington Street between James and Wellington.
Estimated Cost \$ 252,750
- 5) A sanitary sewer along Ferguson Avenue north of Burlington Street. This sewer cannot be installed until the sanitary sewer on Burlington Street is completed.
Estimated Cost \$ 23,500

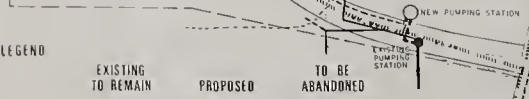
HAMILTON HARBOUR

EASTWOOD PARK

Note: The proposed sewers shown here are based on preliminary information provided by the Hamilton Engineering Department and are subject to change when final plans are complete.

LEGEND

	EXISTING TO REMAIN	PROPOSED	TO BE ABANDONED
Storm Sewers			
Sewer or Combined Sewers	21" or less 		
	24" or more 		
Force mains			
Easement Required			



MACHAB STREET TANK STORM SEWER IN TUNNEL

65 WESTERN INTERCEPTOR TROUGH SANITARY SEWER



Scale in Feet
0 100 200 300

NORTH END URBAN RENEWAL SCHEME CITY OF HAMILTON
 ADDENDUM MAP 15
PROPOSED SEWERS
 MURRAY V. JONES & ASSOCIATES, LTD. MAY 1969

- 6) Storm and sanitary sewers along the proposed Dock Road between James and Ferguson.
Estimated Cost \$ 97,875
- 7) Storm and sanitary sewers along James Street from Burlington to Picton.
Estimated Cost \$ 67,375
- 8) Trunk storm and sanitary sewers along the Waterfront Road and along the Industrial Road between Bay Street and the Waterfront Road plus the repair or replacement of the Strachan Street pumping station. Since this pumping station is now in poor condition and will be subject to greatly increased flow due to the proposed Waterfront Development, it is expected that it must be replaced or at least extensively repaired. It is also possible that a new sanitary pressure main extending from this pumping station along the Industrial Road to Catharine Street will be required but no cost estimate is included for this. The details of these sewers and the entire development plan for the waterfront area must be the subject of future negotiations between the city, the private developer, and the Hamilton Harbour Commission. For this reason, the cost estimates and plans are only tentative. It is also tentatively proposed that 50% of the estimated costs of the trunk sewers (\$287,500) and 25% of the estimated costs of the pumping station (\$350,000) be borne by the partnership with the actual proportions to be subject to negotiation and to be based on the areas served.
Estimated Total Cost \$ 637,500
Proposed Partnership Share \$ 231,250
- 9) Storm and sanitary sewers along Wellington Street from Burlington to Birge.
Estimated Cost \$ 109,625
- 10) Storm and sanitary sewers along Bay Street from Strachan to Burlington and along Burlington Street from Bay to James.
Estimated Cost \$ 120,625
- 11) Local storm and sanitary sewers along Macnab Street from Murray to Burlington.
Estimated Cost \$ 142,950

It should be noted that all these cost estimates are preliminary only and subject to change after final estimates and drawings are completed.

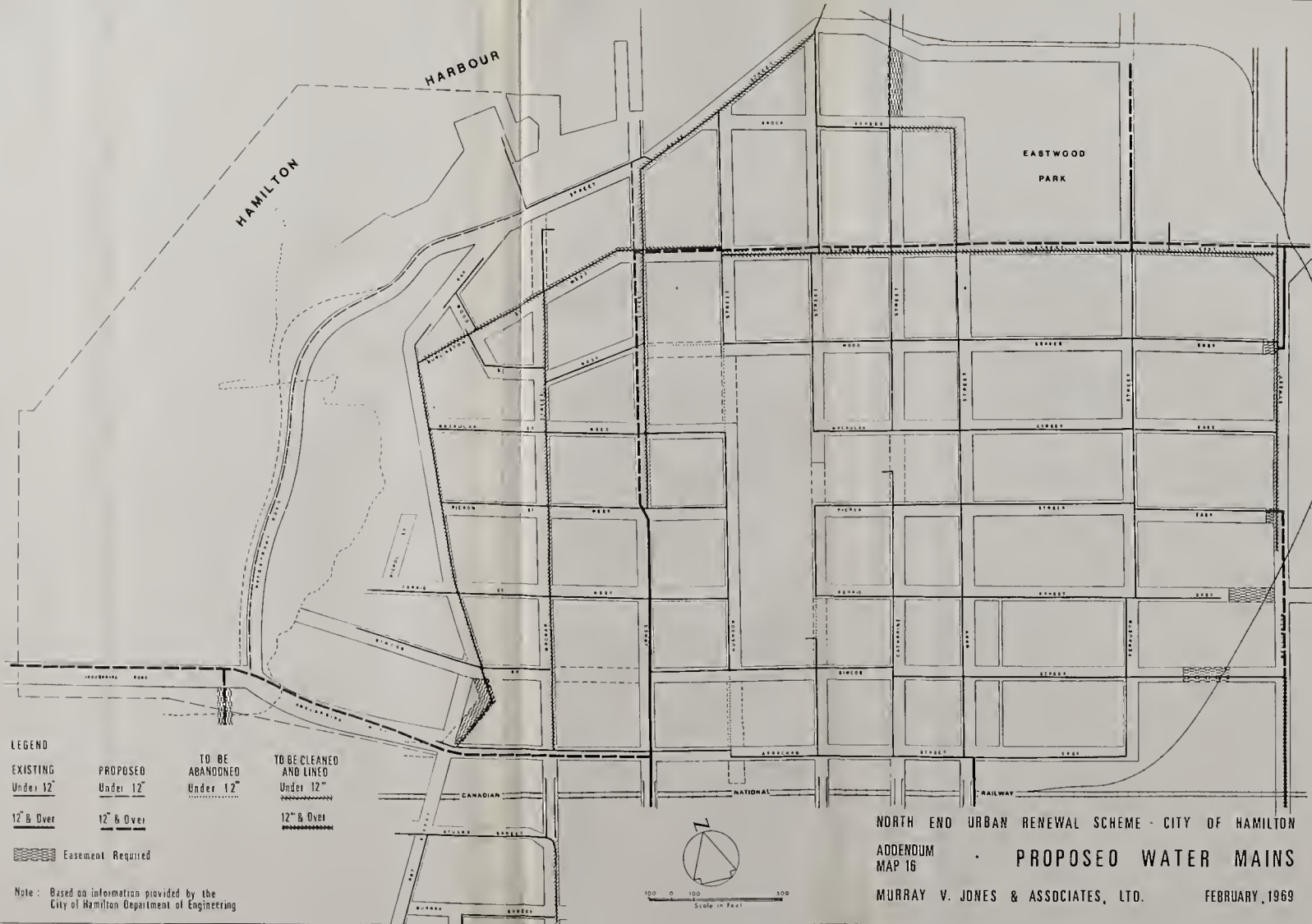
Water Mains

The following changes to North End water mains are proposed in the first-phase program and are illustrated on Addendum Map 16:

- a) Abandon existing water main on Hughson Street between Strachan and Simcoe.
Estimated Cost (approximate) \$ 375

- b) Abandon existing water main on Hughson Street between Wood and Macaulay.
Estimated Cost (approximate) \$ 375
- c) Abandon existing water main on Wood Street between James and Hughson.
Estimated Cost (approximate) \$ 375
- d) Abandon existing water mains and relocate hydrants on streets with proposed pavement widenings.
Estimated Cost \$ 11,595
- e) Install new 12-inch trunk water main along Burlington Street between James and Wellington and along James Street between Burlington and Picton to service the proposed commercial-residential development on the east side of James Street.
Estimated Cost \$ 86,000
- f) Install new 8-inch water main along James Street between Burlington and Guise.
Estimated Cost \$ 6,400
- g) Install new 12-inch trunk water main along the Industrial Road and along Strachan Street between Bay and James to service the proposed Waterfront Development. It is proposed that half the cost of the trunk water mains and the entire cost of local water mains be borne by the developer. Therefore, one-half the total estimated cost of \$34,000 is: \$ 17,000
- h) Install new 8-inch trunk water main along the Waterfront Road for its entire length. One-half of the estimated cost of \$48,700 is: \$ 24,350
- i) Install new 12-inch trunk water main along Ferguson Avenue from 320 feet north of Burlington Street to 530 feet northerly (to Dock Service Road).
Estimated Cost \$ 10,300
- j) Install new 12-inch water main on Wellington Street from Picton Street to Simcoe Street.
Estimated Cost \$ 16,200
- k) Clean and line existing water mains and replace existing service connections in conjunction with the street reconstruction program. The lengths of water mains involved are all those which are to remain on streets to be reconstructed, as listed below and shown on the Addendum Map.

<u>Street</u>	<u>Length (feet) (approx.)</u>	<u>Number of Service Connections to be Replaced (approx.)</u>	<u>Estimated Cost</u>
Bay	1,800	50	\$ 21,600
Macnab	2,400	90	33,000
James	1,500	10	12,300
Mary	500	15	6,200
Wellington:			
Burlington to Ferrie	1,300	25	13,600
Simcoe to Birge	600	--	4,200
Burlington	4,000	115	48,700
Brocke	300	--	2,100
Guise	<u>1,000</u>	<u>10</u>	<u>8,800</u>
TOTAL	13,400	315	\$150,500



LEGEND

EXISTING Under 12"	PROPOSED Under 12"	TO BE ABANDONED Under 12"	TO BE CLEANED AND LINED Under 12"
12" & Over	12" & Over		12" & Over

 Easement Required

Note: Based on information provided by the
City of Hamilton Department of Engineering



NORTH END URBAN RENEWAL SCHEME - CITY OF HAMILTON
ADDENDUM
MAP 16
PROPOSED WATER MAINS
MURRAY V. JONES & ASSOCIATES, LTD. FEBRUARY, 1969

The above costs are based on unit estimates of \$7.00 per foot for cleaning and lining and \$180 each for the replacement of service connections.

- 1) Abandon service connections to about 260 existing buildings which are to be demolished at an estimated cost of \$65 each. (In about 40 other instances of house demolitions, the water connections are to be abandoned in conjunction with the abandonment of the water mains at no added cost. In about another 70 cases, the existing connections are to be retained to serve new houses replacing scattered substandard houses. These connections should be replaced later, at the time of street reconstruction and cleaning of the water mains.)

Estimated Cost \$ 16,900

TOTAL First-Phase Cost \$340,370

Gas Lines

Major changes to the gas lines in the North End are required by the sewer installation and road reconstruction program since it was proposed as part of the Concept Plan that all underground utilities be improved at the same time. To avoid future damage to new street surfaces, many gas lines must be relocated to the side of the streets. A number of changes to the existing network of gas mains are also necessitated by the street closures and building demolitions propose for the first-phase program. The existing gas lines to remain and to be abandoned, plus the proposed relocated lines and the easements required, are shown on Addendum Map 17, "Proposed Gas Lines."

Under the terms of a long-standing (1905) franchise with the city, United Gas Limited is responsible for the cost of changes to its gas mains as required by improvements to road surfaces. However, it is established practice that the costs of gas main relocation are shared on a 50-50 basis for improvements to highway-railway grade separations and for major highway improvements or relocation while the gas company receives 80% assistance with the costs of required relocations for new highway-railway grade separations.

It is proposed that United Gas Limited should be reimbursed for the costs of gas main abandonment and relocation according to the usual urban renewal practice (despite the provisions of the franchise with the city) since the proposed relocations are unusually extensive and are intended mainly to prevent future damage to new city street surfaces. Details of this proposal for cost sharing are as follows:

- 1) Direct costs for the disconnection of existing services and the abandonment of existing lines due to urban renewal requirements should be fully borne by the partnership. These costs are substantial since all abandoned gas lines must thoroughly be purged of gas for safety reasons.
- 2) The costs of the required relocation of lines should be partially borne by the partnership with the precise share to be negotiated and to be dependent on the age and condition of the lines being replaced. Since the existing lines are all in satisfactory condition, are in many cases relatively new, and since even the old lines have a long expected remaining life due to the "cathodic" protection applied to them, it has been assumed for the purposes of preparing cost estimates that the partnership's share of relocation costs will be 80%.
- 3) The cost of service connections to new customers and the cost of new mains required because of new customers should be borne entirely by the gas company.

Cost estimates are given below for the required abandonments and relocation of existing gas lines, based on current construction costs and including the entire cost of abandonments of lines and service connections plus 80% of the cost of relocation:

- | | | |
|----|---|-----------|
| a) | Macnab from Murray to Stuart - abandon and relocate 250 feet of 4-inch line. | |
| | Estimated Cost | \$ 1,700 |
| b) | Strachan Street from Bay to James - abandon 850 feet of line. | |
| | Estimated Cost | \$ 700 |
| c) | Simcoe Street from Macnab to James - abandon 450 feet of 2-inch line. | |
| | Estimated Cost | \$ 400 |
| d) | Macnab Street from Strachan to Burlington - abandon existing line and relocate 3,300 feet of 2-inch line. | |
| | Estimated Cost | \$ 15,800 |
| e) | Guise Street from James to John - abandon and relocate 900 feet of 2-inch line. | |
| | Estimated Cost | \$ 4,300 |
| f) | James Street from Picton to Guise - abandon and relocate 1,500 feet of 6-inch line. | |
| | Estimated Cost | \$ 15,000 |
| g) | Wood Street near Hughson - abandon 250 feet of 2-inch line. | |
| | Estimated Cost | \$ 200 |
| h) | Burlington Street - abandon and relocate 2,600 feet of 2-inch line and 1,000 feet of 4-inch line. | |
| | Estimated Cost | \$ 19,100 |



HAMILTON

HARBOUR

EASTWOOD
PARK

NOTE: MULTIPLE LINES
EXISTING OR MAY STREET
REQUIRE EASEMENT AND
MULTIPLE LINES TO BE
ABANDONED

LEGEND

- | | | |
|-----------------------|----------|--------------------|
| EXISTING
TO REMAIN | PROPOSED | TO BE
ABANDONED |
| 1 1/4" - 3" | ————— | |
| 4" - 8" | ————— | |
| 10" - 20" | ————— | |
| Easement
Required | | |

Note. Based on information provided by
United Gas Limited, Hamilton



100 0 100 300
Scale in Feet

NORTH END URBAN RENEWAL SCHEME - CITY OF HAMILTON

ADDENDUM : PROPOSED GAS MAINS

MURRAY V. JONES & ASSOCIATES, LTD.

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i)	Hughson Street south of Strachan - abandon 200 feet of 2-inch line.	
	Estimated Cost	\$ 200
j)	Wellington Street from Picton to Ferrie - abandon 250 feet of 2-inch line.	
	Estimated Cost	\$ 200
k)	Abandon approximately 250 service connections at \$30 each. (There are about 200 buildings with about 150 gas connections served by the lines described above which are to be relocated. There are also about another 130 existing houses which are in substandard condition and are to be cleared, which will result in the abandonment of about another 100 gas connections. Where existing gas lines are to be abandoned, there is no extra cost for the abandonment of the service connections.)	
	Estimated Cost	\$ 7,500
l)	Abandon existing multiple lines on Bay Street between Stuart and Burlington and replace with a simplified system consisting of a 16-inch trunk line and a 2-inch line for local service (80% of relocation costs included).	
	Estimated Cost	\$ 86,520
	TOTAL First-Phase Cost	\$151,620

It is assumed that there will be no significant change in grade which would interfere with the existing large gas mains under Wellington Street.

Hydro-Electric Lines

The desirability of underground hydro-electric lines was discussed in the Concept Plan, along with the reasons why it is considered feasible only in conjunction with redevelopment (or at least with redevelopment on one side of the street).

The proposed changes are illustrated on Addendum Map 18, "Proposed Hydro Lines," and described below along with cost estimates prepared by the Hamilton Hydro-Electric System.

- | | | |
|----|--|----------|
| a) | Abandonment and removal of the existing aerial lines on Macnab Street north of Burlington and the provision of an alternate underground line. An easement will probably be required. | |
| | Estimated Cost | \$ 3,238 |
| b) | Abandonment and removal of the existing aerial lines along James Street from Picton to Guise and along Guise Street from James to John Street plus the provision of an alternate underground | |

line with the necessary connections to adjacent transformers and aerial lines.

Estimated Cost (James Street portion)	\$ 22,665
Estimated Cost (Guise Street portion)	\$ 8,645

- c) The provision of an underground line along the new route of Bay Street between Strachan and Simcoe.

NOTE: The provision of underground lines along the remainder of Bay Street should be postponed until all the houses on the west side are demolished, which will be in the second phase. This will avoid unnecessary costs to homeowners for new connections.

Estimated Cost	\$ 4,360
----------------	----------

- d) The removal of existing aerial lines, their replacement with new underground cables (and the necessary connections to nearby aerial lines to remain in use) along the Industrial Road between Bay Street and the Waterfront Road.

Estimated Cost	\$ 8,800
----------------	----------

- e) Abandonment and removal of the existing aerial lines on Catharine Street between Brock and Guise.

Estimated Cost	\$ 125
----------------	--------

- f) The installation of underground hydro lines along the Waterfront Road. The estimated extra cost refers only to the difference between the costs of underground and aerial cables.

NOTE: It is probable that the proposed Waterfront Apartments west of Bay Street can be served from Bay Street but there are also likely to be some public uses such as marinas to the west of the Waterfront Road which would require hydro-electric service.

Estimated Cost Extra	\$ 15,360
----------------------	-----------

- g) The possible provision of new hydro lines along the Dock Road is not considered part of this urban renewal scheme.

- h) The cost of street lighting facilities has in the past been borne by the Hamilton Hydro-Electric System with the city paying an annual fee for their use sufficient to amortize their original cost over a period of years. In effect, the construction costs of street lights are borne by the city. It is proposed, however, that the street lighting facilities to be installed along the new roads in the North End be considered part of the road construction costs and have their costs shared in the same manner. Estimated costs for providing new street lighting facilities are as follows:

Wellington Street from Burlington to Birge	\$ 13,650
Dock Road from Burlington to John	\$ 6,500
Waterfront Road from Industrial Road to Leander Boat Club	\$ 8,450
Industrial Road from Bay Street to the Waterfront Road	\$ 3,900
TOTAL First-Phase Cost	\$ 95,693

All cost estimates are based on current construction costs including engineering costs. It is also assumed that installation will be



LEGEND

- | | | | |
|-------------------|---------------------------|-----------------|------------------------|
| | EXISTING TO REMAIN | PROPOSED | TO BE ABANDONED |
| Overhead | — | — | — |
| Underground | — | — | — |
| Easement Required | ▨ | | |

Note: Based on information provided by the Hamilton Hydro-Electric System.

NORTH END URBAN RENEWAL SCHEME - CITY OF HAMILTON

ADDENDUM MAP 18 PROPOSED HYDRO LINES

MURRAY V. JONES & ASSOCIATES, LTD.

FEBRUARY, 1969

coordinated with road reconstruction so that there will be no costs involved for road restoration.

Finally, it is the policy of the urban renewal partnership to pay only for the depreciated value of lines which have to be removed plus the incremental cost of placing new lines underground (i.e., the costs over and above those of new aerial lines). The cost estimates given above are based on the assumption that existing aerial lines are now in good condition and of the same value as new lines. In cases where existing lines are not in good condition, the partnership's share of the costs of new lines must be subject to negotiation at the time of implementation.

Telephone Lines

The Concept Plan proposed that the main telephone lines along street rights-of-way should be placed underground in conjunction with street reconstruction, that the existing aerial lines in rear yards be retained and that new connections be placed underground where feasible. The following program has been determined in accordance with this principle and the first-phase street reconstruction program already specified. The details of the program were shown on Map 19, "Proposed Telephone lines," in the 1968 report and have not been affected by the revision described in this Addendum. The map is therefore not reproduced here although the cost estimates are reprinted below:

- 1) Macnab Street from Murray to Guise - removal of existing aerial plant and replacement with a complete underground system including rearrangements to existing buried cables.
Approximate Cost \$ 25,600
 - 2) Catharine Street north of Brock - removal of existing aerial facilities and replacement with underground facilities.
Approximate Cost \$ 2,500
 - 3) Dock Road (extension of Ferguson Avenue north of Burlington) - burial of existing facilities and provision of a conduit for future reinforcement to this dock area.
Approximate Cost \$ 9,000
 - 4) Hughson Street between Wood and Macaulay - this section involved the construction of two manholes and one section of conduit in addition to rearrangements at each end of the new underground section.
Approximate Cost \$ 13,000
- TOTAL First-Phase Cost \$ 50,100

These cost figures are based on current construction costs and assume that all work can be coordinated with city road reconstruction, thus eliminating extra costs for road surface repairs. The cost estimates also assume that there will be no difficulty in obtaining the necessary rights-of-way on private property for underground connections. In cases where the full costs are not shareable by the partnership, such as the replacement of depreciated lines, the proportion to be borne by the partnership must be subject to negotiation.

Summary of First-Phase Road and Utility Costs

The cost estimates and allowances described in the preceding pages are summarized in the following table. The total, which includes only the partnership's share of certain projects, is \$5,497,738.

Addendum Table 5

REVISED FIRST-PHASE ROAD AND UTILITY COSTS

<u>Project</u>	<u>Cost Estimate or Allowance</u>
A - Perimeter Road Alternative	\$ 289,400
B - Block Planning Program	187,500 ⁽¹⁾
E - Dock Road	222,180 ⁽²⁾
P - Waterfront Road	69,000 ⁽²⁾
Q - Industrial Road	42,275 ⁽²⁾
Street and Sidewalk Reconstruction	940,275
Subtrunk Sanitary Sewer	950,000
Macnab Street Trunk Storm Sewer	1,000,000
Local Sewers	1,159,325 ⁽³⁾
Water Mains	340,370
Gas Lines	151,620
Hydro Lines	95,693
Telephone Lines	50,100
TOTAL First-Phase Cost	\$5,497,738

(1) Including land acquisition costs.

(2) Partnership's share, as described in the preceding text.

(3) Including the partnership's share of sewers and a pumping station in the waterfront area.

FIRST-PHASE COST ANALYSIS (page 108-120)

The basic principles and assumptions of the cost analysis presented in the 1968 report remain unchanged. There are, however, a large number of revisions to the details and individual estimates in the cost analysis and, for the convenience of readers, the entire section is reprinted in this Addendum with the necessary revisions incorporated.

Cost estimates have been prepared for each proposed project in the first-phase program. The property acquisition component of the costs and the estimated recoveries from the disposal of land in each project are described in the following pages along with data on the areas of land involved. The road and utility costs were described in an earlier section. The cost components of each project plus overall management costs are then summarized with total gross and net costs calculated for each member of the partnership. Finally, there is a discussion of the estimated costs to the city and a description of the Capital Budget requirements for this first-phase program.

Property Acquisition

Many of the first-phase projects require the acquisition of property, both privately and publicly owned, by the partnership. Information on the areas and estimated acquisition costs is presented in Addendum Table 12 below based on the following premises:

- a) All information is based on conditions as of May 31, 1967, at which time the implementation of the 1963 redevelopment plan was partially complete. (The ownership of land at that date is shown on Map A-10 of the 1968 report.)
- b) Estimated acquisition costs were provided by the Hamilton Assessment Department and were based on estimated market values plus contingencies.
- c) Publicly owned land which is to remain in public use is valued at \$20,000 per acre, in accordance with precedent in this scheme area, for both purchases and sales by the partnership. The

Addendum Table 12

FIRST-PHASE PROPERTY ACQUISITION - REVISED AREAS AND ESTIMATED COSTS

Project	Privately Owned Property to be Acquired				Publicly Owned Property to be Acquired				Total Estimated Acquisition Cost
	Area (acres)	Estimated Acquisition Cost	Estimated Cost Per Sq. Ft. (approx.)	Estimated Relocation, Clearance and Administrative Costs	Area (acres)	Future Private Use Estimated Acquisition Cost	Future Public Use(1) Estimated Acquisition Cost	Future Area (acres)	
Neighbourhood Centre	-	-	-	-	-	-	0.5 (2)	\$ 10,000	\$ 10,000
Rblc Housing Sites	-	-	-	-	-	-	0.6 (3)	12,000	12,000
A Perimeter Road	7.0	\$ 511,390	(4)	\$ 76,609	-	-	1.5 (6)	60,000 (6)	647,999
B Block Planning and Rehabilitation	(4)	1,475,385 (5)	(4)	221,308 (5)	-	-	-	-	1,696,693
C Senior Citizens Housing (K.D. Soble Towers and adjacent housing)	0.5	62,480	\$2.50	9,372	-	-	0.9 (7)	18,000	89,852
D-1 Bay Street Apartments	-	-	-	-	1.5 (8)	\$110,000 (9)	-	-	110,000
E Dock Road	-	-	-	-	-	-	2.0 (10)	40,000	40,000
F-1 Brock Street Apartments	3.1	466,290	\$3.50	69,943	-	-	-	-	69,943
G James Street Commercial:									
G-1 North Half and Adjacent Playground	2.9	579,260	\$4.50	86,889	0.2 (11)	71,500 (12)	-	-	1,302,754
G-2 South Half	2.2	482,700	\$5.00	72,405	0.5 (13)	-	0.5 (14)	10,000	-
K Hughson Street Housing	3.4	464,660	\$3.00	69,699	0.5 (15)	24,600 (12)	-	-	558,959
Advance Acquisition	Unknown	200,000	-	(16)	-	-	-	-	200,000
TOTAL	(4)	\$4,242,165	(4)	\$606,225	2.7	\$206,100	6.0	\$150,000	\$5,204,490

Addendum Table 12 - Footnotes

- (1) City-owned street rights-of-way which are to remain in use as streets are not included here. Should their acquisition and later resale to the city be required for legal reasons, both transactions should be for the same token price.
- (2) This refers to two portions of John Street of about 0.25 acres each which are to be closed and purchased by the partnership. A further portion of John Street which is outside the boundary of this project and of about 0.2 acres could be closed by the city and transferred directly to the School Board.
- (3) This refers to a one-block length of Simcoe Street (0.6 acres).
- (4) Not calculated due to the large number of small parcels of land involved.
- (5) This represents 75% of the estimated cost of the entire program based on the assumption that it should be spread over a large number of years and that 25% of the costs will not be incurred until a later phase. Thus miscellaneous land acquisition costs associated with the proposed provision of off-street parking facilities have been included with the estimate of construction costs.
- (6) This is an allowance for land owned by the Canadian National Railway Company. The 1.5 acres is only approximate. The acquisition cost estimate is based on an assumed land value of \$40,000 per acre.
- (7) This refers to 0.6 acres of existing city streets and 0.3 acres of the Bayview Playground which are to be sold to the Ontario Housing Corporation.
- (8) These 1.5 acres consist of part of the former "incinerator" site.
- (9) Of the original \$435,000 cost of the former "incinerator" site, \$110,000 is allocated to this project, which is in proportion to the acreages involved (approximately 1.5 out of 6.0 acres). Alternatively, the city could receive the total estimated redevelopment value of \$120,000 since the property is now fully city-owned, but this should be subject to further negotiations.
- (10) This refers to the 1.5 acres which will be required from the northern edge of Eastview Park (in addition to the strip of land required by the Hamilton Harbour Commission for a railway spur line to the Centennial Dock - about 35-foot wide and about 0.8 acres) plus the 0.5 acres of city street to be closed.
- (11) This refers to a parcel of city-owned land of about 0.2 acres.
- (12) This estimated acquisition cost is equal to the estimated redevelopment value which is determined from the redevelopment value of the entire site (\$192,000) and the proportion of the total area represented (0.5 out of 3.9 acres).
- (13) This refers to the one-block length of Wood Street which can be closed and incorporated into the commercial redevelopment.
- (14) This refers to the one-block length of Hughson Street to be closed and incorporated into the adjacent local park.
- (15) This refers to the portion of Hughson Street which can be incorporated into the project.
- (16) This item included with the \$200,000 total allowance for advance acquisition.

exception is the former "incinerator" site for which the city should be reimbursed for the original total cost of acquisition.

- d) Publicly owned land which is to be redeveloped for private use should be purchased by the partnership for its redevelopment value, estimates of which were determined in the feasibility section of the 1968 report.

The only proposal which requires revision to the redevelopment value estimated previously is Project K. In this case, the discussions concerning Project H-1 would be similarly applicable to Project K except for the increased acreage of the site. An arbitrary, although reasonable, value was assumed in the 1968 report (page 101) of \$2,400 per dwelling unit for Site H-1. That figure, plus the estimate of 80 family-type dwelling units which could be accommodated in the revised Project K, indicates a redevelopment value of \$192,000 for this 3.9-acre site.

- e) An allowance of \$200,000 has been provided for the advance acquisition of properties in particularly poor condition in areas for which clearance is proposed but not until after the completion of the first-phase program.
- f) While the first-phase Waterfront Development may involve some land purchases, sales or exchanges by the partnership, the possible areas and costs cannot be estimated until negotiations among the partnership, the Harbour Commission, and the private developer are completed. Estimates for this project have, therefore, been omitted from the table, except to the extent that the allowance for advance acquisition as mentioned above would permit some token participation by the partnership at an early date.
- g) Clearance and relocation costs have been roughly estimated at 10% of acquisition costs while related administrative costs such as appraisal fees and expenses of city staff for property acquisition have been estimated at a further 5%.

Property Disposal

The areas of land proposed for sale or lease by the partnership are described below and listed in the following table. Also listed are estimates of the expected recoveries, based on these assumptions:

- a) The sale value of land for future public use has been assumed to be \$20,000 per acre, the same as the proposed acquisition price of public land to remain in public use and in accordance with precedent in this scheme area.
- b) The sale or lease value of land for future private use is equivalent to the potential market value which was in the feasibility section of the 1968 report and revised as described earlier.

Analysis of Partnership Costs

Estimated partnership costs for the first-phase program are summarized in Addendum Table 14 based on the information in Tables 12 and 13 and on the following premises:

- a) All cost estimates refer to conditions existing on May 31, 1967.
- b) Gross costs refer to the total costs to be incurred by the partnership with no allowance for recoveries, even in cases where recoveries from the sale of land can be expected immediately.
- c) Net costs refer to gross costs minus expected recoveries. In cases where the land is to be leased and the recoveries received over a long period of years, the present estimated value of the recoveries is shown.
- d) General administration costs have been roughly estimated at 5% of the gross costs; this is in addition to the 5% of property acquisition costs allowed elsewhere for property appraisals and other costs directly associated with property acquisition.
- e) It is assumed that all partnership costs are shareable among the federal, provincial, and municipal governments in the proportions of 50%, 25%, and 25% respectively.

Addendum Table 13

FIRST-PHASE PROPERTY DISPOSAL - REVISED AREAS AND ESTIMATED RECOVERIES

Project	For Private Uses			For Public Uses			Total Estimated Recovery
	Area (acres)	Estimated Recovery	Estimated Recovery Per Sq. Ft. (approx.)	Area (acres)	Estimated Recovery	Estimated Recovery	
Neighbourhood Centre	-	-	-	6.7 ⁽¹⁾	\$134,000	\$	\$ 134,000
Public Housing Sites	-	-	-	6.5 ⁽²⁾	130,000		130,000
A Perimeter Road	1.0 ⁽³⁾	\$ 40,000	\$1.00	7.5 ⁽³⁾	150,000		190,000
B Block Planning and Rehabilitation	- ⁽⁴⁾	425,000 ⁽⁵⁾	-	-	-		425,000
C Senior Citizens Housing (K.D. Soble Towers and adjacent housing)	0.7 ⁽⁶⁾	36,000 ⁽⁷⁾	\$1.20	0.9 ⁽²⁾	18,000		54,000
D-1 Bay Street Apartments	1.5	120,000 ⁽⁷⁾	\$1.80	-	-		120,000
E Dock Road	-	-	-	2.0 ⁽⁸⁾	40,000		40,000
F-1 Brock Street Apartments	3.2	375,000 ⁽⁷⁾	\$2.70	-	-		375,000
G James Street Commercial:	0.1 ⁽⁹⁾	10,000	- ⁽⁹⁾	-	-		10,000
G-1 North Half and Adjacent Playground	2.6	541,700 ⁽⁷⁾	\$2.30	0.5 ⁽¹⁰⁾	10,000		561,700
G-2 South Half	2.7			0.5 ⁽¹⁰⁾	10,000		
K Hughson	3.9	192,000 ⁽¹¹⁾	\$1.10	-	-		192,000
TOTAL	-	\$1,739,700	-	-	\$492,000		\$2,231,700

Addendum Table 13 - Footnotes

- (1) This refers to land parcels of about 2.3, 3.4, and 1.0 acres which are intended for future sale of the Parks Board, Separate School Board, and Elementary School Board respectively.
- (2) To be sold to the Ontario Housing Corporation.
- (3) Approximately 8.5 acres of land is to be acquired for the Perimeter Road right-of-way in addition to existing streets. It appears that some small and irregular parcels of land on the fringes of the right-of-way could be considered in the block planning program and sold for private single-family housing development. An arbitrary assumption for the purposes of this cost summary is that 1 acre of land could be so used and a recovery of \$40,000 obtained.
- (4) Not calculated due to the many small parcels of land involved.
- (5) Recoveries from the block planning program have been estimated at approximately 25% of gross acquisition costs, based on studies of three typical blocks and in accordance with the estimate in the 1963 redevelopment plan. (25% of \$1,475,385 plus \$221,308 is \$424,173 or approximately \$425,000.)
- (6) A small portion of land should be retained by the partnership for an interim period to permit the possible future expansion of the adjacent service station.
- (7) Based on figures determined in the section on "Feasibility of Proposed Uses" in the 1968 report (pages 92-107).
- (8) These 2.0 acres are to be sold to the city for the Dock Road right-of-way (1.5 acres) and for an extension to Eastwood Park (0.5 acres - subject to utility easements).
- (9) This refers to an area of about 0.1 acres which is intended for the expansion of the adjacent service station site. The details of this should be negotiated later; the potential recovery indicated here is based on the calculated value per square foot for the remainder of Project G.
- (10) To be used as park space.
- (11) Based on the estimated redevelopment value described earlier.

REVISED ANALYSIS OF FIRST-PHASE PARTNERSHIP COSTS

Project	Estimated Property Acquisition Costs	Estimated Road and Utility Costs	Estimated Gross Costs	Estimated Recoveries	Estimated Net Costs (gain)
Neighbourhood Centre	\$ 10,000	-	\$ 75,000 (1)	\$ 134,000	\$ 59,000
Public Housing Sites	12,000	-	152,000 (1)	130,000	22,000
A Perimeter Road Alternative	647,999	\$ 289,400	937,399	190,000	747,399
B Block Planning and Rehabilitation	1,696,693	187,500	1,884,193	425,000	1,459,193
C Senior Citizens Housing (K.D. Soble Towers and adjacent housing)	89,852	-	89,852	54,000	35,852
D-1 Bay Street Apartments	110,000	-	110,000	120,000	10,000 (gain)
E Dock Road	40,000	222,180	262,180	40,000	222,180
F-1 Brock Street Apartments	536,233	-	536,233	375,000	161,233
G James Street Commercial (G-1, G-2)	1,302,754	-	1,302,754	571,700	731,054
K Hughson Street Housing Advance Acquisition	558,959	-	558,959	192,000	366,959
P Waterfront Road	200,000	-	200,000	-	200,000
Q Industrial Road	-	69,000	69,000	-	69,000
Subtrunk Sanitary Sewer	-	42,275	42,275	-	42,275
Local Sewers (and Macnab Street Trunk)	-	950,000	950,000	-	950,000
Water Mains	-	2,159,325	2,159,325	-	2,159,325
Gas Lines	-	340,370	340,370	-	340,370
Hydro Lines	-	151,620	151,620	-	151,620
Telephone Lines	-	95,693	95,693	-	95,693
Street and Sidewalk Reconstruction	-	50,100	50,100	-	50,100
	-	940,275	940,275	-	940,275
Subtotal			\$10,907,228		\$8,675,528
Management Costs (5%)	-	-	545,361	-	545,361
TOTAL	\$5,204,490	\$5,497,738	\$11,452,589 (1)	\$2,231,700	\$9,220,889
Federal Share (50%)			\$ 5,726,295	\$1,115,850	\$4,610,445
Provincial Share (25%)			\$ 2,863,147	\$ 557,925	\$2,305,222
Municipal Share (25%)			\$ 2,863,147	\$ 557,925	\$2,305,222

(1) Approximate allowances for costs incurred through the implementation of the 1963 redevelopment plan but not paid as of May 31, 1967, are \$65,000 and \$140,000 for the neighbourhood centre and public housing sites respectively, as estimated soon after that date and included in the Concept Plan cost analysis. These figures covered remaining costs for acquisition (where negotiations were incomplete), demolition, utilities, and landscaping.

(2) Excluding the costs of the Waterfront Development except for the partnership's share of the Waterfront and Industrial Roads and their associated services.

- f) The costs of the Waterfront Development have been excluded except for the partnership's share of the construction costs of the Waterfront and Industrial Roads and their associated services.

Addendum Table 14 shows that the estimated total net cost to the partnership of this first-phase program is \$9,220,889 which is equal to the total gross estimated cost of \$11,452,589 minus the total estimated recoveries of \$2,231,700.

The federal share of the estimated first-phase costs is \$4,610,445 net, equal to \$5,726,295 gross minus recoveries of \$1,115,850.

The provincial share of the estimated first-phase costs is \$2,305,222 equal to \$2,863,147 gross minus recoveries of \$557,925.

The City of Hamilton's net share of the estimated first-phase partnership costs is \$2,305,222 equal to \$2,863,147 gross minus recoveries of \$557,925.

Analysis of City Costs and Capital Budget

The first-phase program proposes a number of land transfers between the city and the partnership. Each of these transfers involves a direct cost or receipt for the city and, of course, a corresponding receipt or cost for the partnership. The estimates of partnership receipts and costs (and the city's 25% share thereof) have just been described. Addendum Table 15 deals only with land transactions between the city and the partnership.

Addendum Table 15 shows that the city would gain \$40,100 as the result of land transfers with the partnership. This is a trifling amount in comparison to the city's share of the partnership's costs and, furthermore, would be more than offset by the proposed purchases by the Separate and Elementary School Boards. The effect of the above direct city costs and receipts for land transfers is to reduce the city's share of the estimated net cost of first-phase implementation by \$40,100, unless the school site costs are also considered, in which case the net cost is slightly raised.

Addendum Table 15

REVISED CITY COSTS AND RECEIPTS

Project	Receipts (Sales to the Partnership)		Costs (Purchases from the Partnership)	
	Area (acres)	Value	Area (acres)	Value
Neighbourhood Centre: ⁽¹⁾				
Streets ⁽²⁾	0.5	\$ 10,000	-	-
Parks ⁽³⁾	-	-	2.3	\$ 46,000
Public Housing Sites:				
Streets	0.6	12,000	-	-
A Streets	-	-	7.5	150,000
C Parks	0.3	6,000	-	-
Streets	0.6	12,000	-	-
D-1 Incinerator Site	1.5	110,000	-	-
E Parks	1.5	30,000	0.5	10,000
Streets	0.5	10,000	1.5	30,000
G Parks	-	-	1.0	20,000
Streets	(0.5 plus 0.2 acres of vacant lots)	71,500	-	-
G Streets	0.5	10,000	-	-
K Streets	<u>0.5</u>	<u>24,600</u>	<u>-</u>	<u>-</u>
TOTAL	7.2	\$296,100	12.8	\$256,000

(1) Plus 3.4 acres for the Separate School Board (\$68,000) and 1.0 acres for the Elementary School Board (\$20,000).

(2) Refers to existing or proposed street rights-of-way.

(3) Refers to areas previously owned by or to be sold to the Hamilton Parks Board.

Implementation of this first-phase program requires that the City of Hamilton provide sufficient funds in its Capital Budget at the appropriate time. Addendum Table 16 shows the amount involved for each project. For those projects where the estimated recoveries can be expected soon after the land is available for reuse, only the net cost is included. In some cases, however, where the land is to be leased, the recoveries can be expected to continue over a long period of years and will be in the form of annual revenue rather than a capital sum. The Capital Budget must therefore accommodate the initial or gross costs of those projects. The total Capital Budget amount is thus \$10,479,589, all of which is subject to the normal 75% subsidy

from the senior levels of government. The resulting city share is \$2,619,898.

Addendum Table 16

REVISED FIRST-PHASE CAPITAL BUDGET

<u>Project</u>	<u>Capital Budget Amount (1)</u>	<u>City Share (25%)</u>	<u>Possible Scheduling</u>
Neighbourhood Centre	\$ 59,000(gain)	\$ 14,750(gain)	1967-1968
Public Housing Sites	22,000	5,500	1967
A Perimeter Road Alt.	747,399	186,850	1967-1970
B Block Planning and Rehabilitation	1,459,193	364,798	1969-1976
C Senior Citizens Housing (K.D.Soble Towers and adjacent Housing	35,852	8,963	1969
D-1 Bay Street Apts.	110,000 ⁽²⁾	27,500	1969
E Dock Road	222,180	55,545	1970-1971
F-1 Brock Street Apts.	536,233 ⁽²⁾	134,058	1972
G James Street Com- mercial	1,302,754 ⁽²⁾	325,689	1974-1975
K Hughson Street Housing	558,959	139,740	1973
Advance Acquisition	200,000	50,000	1969-1976
P Waterfront Road	69,000	17,250	1972
Q Industrial Road	42,275	10,569	1972
Subtrunk Sanitary Sewer	950,000	237,500	1970-1971
Macnab Street Trunk Sewer	1,000,000	250,000	1969-1970
Local Sewers	1,159,325	289,831	1970-1976
Water Mains, Gas, Hydro and Telephone Lines	637,783	159,446	1970-1976
Street Reconstruction	940,275	235,069	1971-1976
Management Costs	<u>545,361</u>	<u>136,340</u>	<u>1967-1976</u>
TOTAL COSTS	\$10,479,589	\$2,619,898	1967-1976

(1) Gross costs minus expected recoveries, except where otherwise stated (see Addendum Table 14 for a summary of gross costs, recoveries and net costs for each project).

(2) Gross costs are included here since recoveries can be expected only over a period of years.

A continuing program of urban renewal implementation has been carried out in the North End for several years in accordance with the provisions of the 1963 redevelopment plan. An amount of \$3,996,652 was expended prior to May 31, 1967, and is not included in these Addendum cost estimates. However, a further amount of \$786,855 was expended or committed during the period June 1, 1967, to December 31, 1968 (resulting in a total of \$4,783,507 to the end of 1968), which reduces the total remaining cost by that amount and reduces the city's share by 25% thereof, or \$196,714. This leaves \$2,423,184 for the city's Capital Budget as of January 1, 1969.

Addendum Table 16 also shows a possible schedule for the first-phase program, spread over an eight-year period from 1969 to 1976 to limit the burden on the city's Capital Budget. The schedule is based mainly on the priorities first described under the current plan. Projects C and D-1 have been advanced because of their relatively minor cost and the desirability of providing additional housing in the North End. Projects F-1, G and K have all been postponed until 1972 or later to permit the early completion of the two trunk sewers. The reconstruction of Bay, Macnab and Burlington Streets (the portion west of James Street) plus the required improvements to utilities have been postponed until 1976; they account for most of the proposed expenditures in that year.

This possible scheduling of the first-phase program is not shown in any greater detail since it must be thoroughly reviewed by the Hamilton City Council, particularly in view of the city's limited financial resources, the considerable increase in estimated costs since the scheme was initiated, and the present lack of detailed or final plans for the Waterfront Development.

The suggested schedule is based on Capital Budget allocations of \$331,000 for 1969, \$300,000 per year for the period 1970 to 1975, and \$293,000 for 1976. This compares with the amounts available in the 1969 Capital Budget which are (excluding a small fund of \$20,000 for nonshareable city costs): \$331,000 for 1969, \$185,000 for 1970, and \$268,000 for 1971. Thus, it is apparent that only a small increase would be necessary in 1971, while a major increase is indicated for 1970 and amounts of approximately \$300,000 for each of the years 1972 to 1976 are indicated.

PROCEDURES (page 121-143)

The Administration and Public Information Program described on pages 121 and 122 of the 1968 report requires no revisions to this Addendum. Similarly, the Block Planning and Rehabilitation Procedures (pages 123 to 128) require no changes.

The Relocation Program is unchanged in principle but some of the figures in Tables 18 and 20 must be changed. The revised figures concerning relocation requirements are incorporated into the following Addendum Tables 18 and 20. The number of commercial buildings is reduced by eight while the number of residential buildings is increased by 20.

Addendum Table 18

REVISED SUMMARY OF FIRST-PHASE RESIDENTIAL RELOCATION

<u>Project</u>	<u>Proposed Demolition</u>		<u>Persons to be Relocated</u>
	<u>Residential Buildings</u>	<u>Dwelling Units</u>	
A	66	*	332
B (1)	132	145	545
C	12	*	50
F-1	29	*	130
G-1	42	*	190
G-2	40	46	204
K	47	*	202
N and R (2)	8	*	35
Advance Acquisition	<u>10</u>	*	<u>45</u>
TOTAL	386		1,733
Previous Total	366		1,617

- (1) The estimates for Project B are based on the assumption that only 75% of the proposed clearance will be carried out during the first phase.
 - (2) Progress with these two developments depends mainly on the initiative of the private developer; the estimates given here for Projects N and R are based on the arbitrary assumption that half the total potential clearance will be carried out during the first-phase program.
 - (3) This is an allowance for the small but unknown number of sub-standard houses located in areas where redevelopment is not proposed until after the first phase but where acquisition should be carried out in advance.
- * Information not available.

Addendum Table 20

REVISED FIRST-PHASE COMMERCIAL-INDUSTRIAL RELOCATION

	<u>Number of Establishments</u>	<u>Approximate Floor Area (Sq. Ft.)</u>
Retail and Service	23	24,500
Office	1	400
Automotive	3	7,300
Warehouse and Industrial	<u>8</u>	<u>22,400</u>
TOTAL	35	54,600
Previous Total	43	60,600




The recommended procedures for land acquisition and disposal (pages 137-140) are not affected by the proposals in this Addendum but there have been some changes to the boundaries of some projects and thus some changes in the actual properties required. The revised proposals for land acquisition in the first phase are illustrated on Addendum Map 20.

The general recommendations regarding land-use controls (pages 141-143 of the 1968 report) are also not affected by this Addendum. Some slight changes are required, however, to Map 21 and these have been incorporated into Addendum Map 21.



Note
 Properties already acquired by the partnership as of May 31st 1967 were shown on Map A-10 of the North End Scheme report. Some additional properties have already been acquired since that date, but are shown here in the "To Be Acquired" designation.

LEGEND

-  Private Property To Be Acquired
-  Public (excluding street rights-of-way to remain in that use)
-  Tentative Spot Clearance (Subject to revision on confirmation by further studies and preparation of block plans)



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 SCALE IN FEET

NORTH END URBAN RENEWAL SCHEME · CITY OF HAMILTON

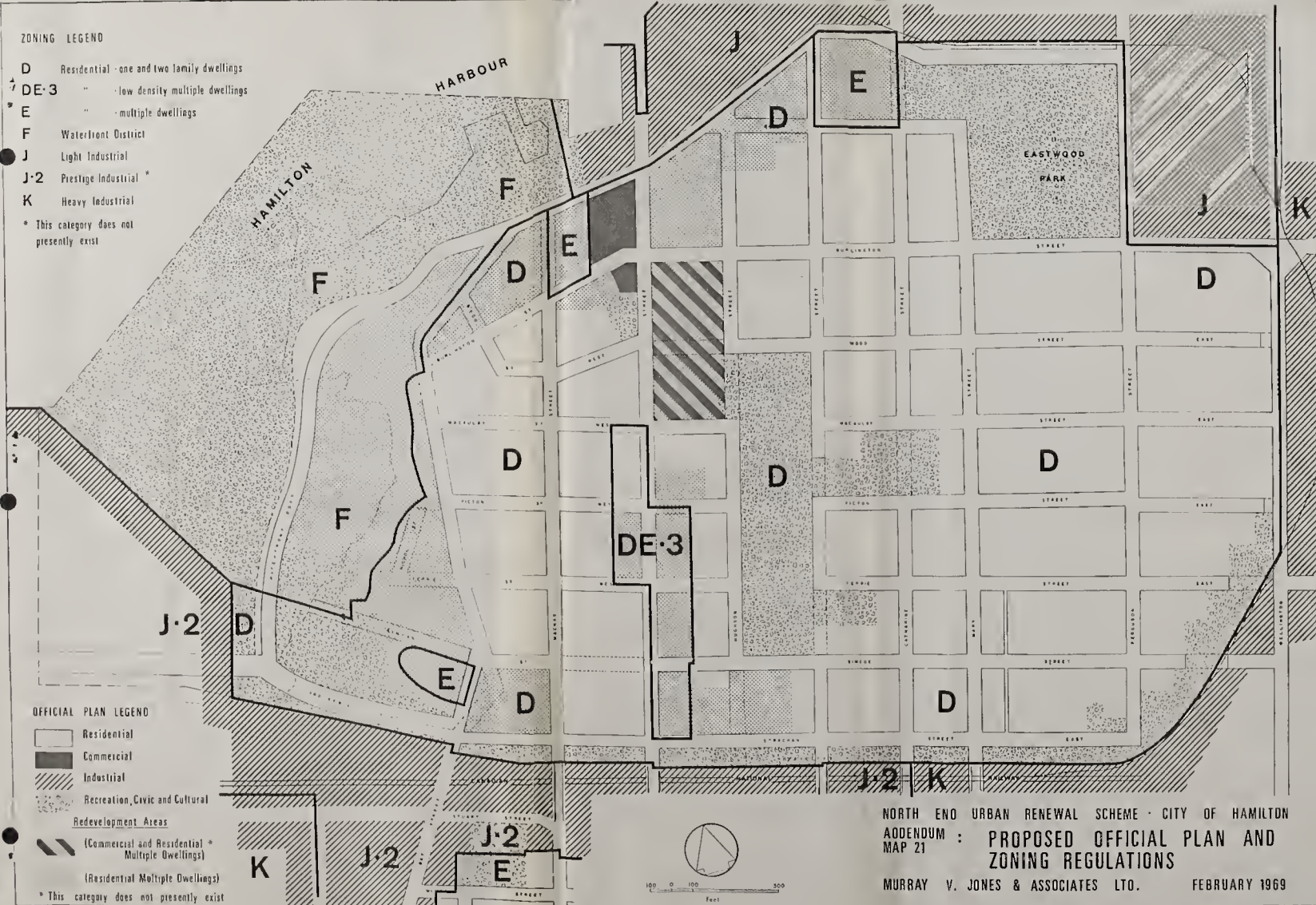
ADDENDUM : PROPOSED LAND ACQUISITION
 MAP 20 (THE FIRST-PHASE PROGRAM)

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FEBRUARY, 1969

ZONING LEGEND

- D Residential - one and two family dwellings
 - DE-3 " low density multiple dwellings
 - E " multiple dwellings
 - F Waterfront District
 - J Light Industrial
 - J-2 Prestige Industrial *
 - K Heavy Industrial
- * This category does not presently exist



OFFICIAL PLAN LEGEND

- Residential
 - Commercial
 - Industrial
 - Recreation, Civic and Cultural
 - Redevelopment Areas**
 - (Commercial and Residential * Multiple Dwellings)
 - (Residential Multiple Dwellings)
- * This category does not presently exist

NORTH END URBAN RENEWAL SCHEME - CITY OF HAMILTON
 ADDENDUM : PROPOSED OFFICIAL PLAN AND
 MAP 21
 ZONING REGULATIONS
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